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American Railroad Journal.

New York Saturday, September 24, 1870.

International Coal Railway.

The Cape Breton *News* gives the following description of this work which is intended to connect the extensive coal areas at Bridgeport directly with the navigable waters of the harbor of Sidney. The first sod of this railway was turned in October, 1869. It is expected to have the road completed, and shipping over it commence during the present month:

The length of the road is 12½ miles, having a gauge of 4 feet 8½ inches, laid with a heavy T rail, weighing 56 lbs. to the yard, of best iron, and with heavy fish joints secured by four screw bolts.

The heaviest grade, against the traffic, on the road is 26 feet the mile.

An important and costly part of the work is the substantial, handsome shipping pier, built on abutments, heavily ballasted, and measuring in length from the shore into the harbor a distance of 1,000 feet, and 34 feet wide, with a bulkhead or cross pier at the end 120 feet long. Surmounting this crib structure is firm, solid trestle work, of massive timber, to extend its entire length of 1,000 feet and prepared to receive three railway tracks, and having at both sides and at the end 7 shipping berths.

The depth of water at the end of the pier, at low tides, is 28 feet. The height of wharf and trestle work from the water is 28 feet. The trestle work extends inwards from the shore end 250 feet to meet the railroad, and is supported by a number of heavy stone cross piers, decreasing in height till the edge of the embankment is reached. To meet the demand at the pier, in addition to the existing works, coals will be raised from the new shaft at Bridgeport, where a hoisting engine and machinery are being placed in position.

Peoria and Wenona Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Silas Ramsey, C. H. Deane, J. B. Carrigus, E. W Quincy, D. K. Smith, E. H. Baldwin and G. L. Fort. President, Silas Ramsey of Lacon, Ills; Secretary, Charles H. Dean, of Peoria; Treasurer, J. B. Carrigus. The route of the proposed road is from Wenona westward to Lacon, 20 miles, where it is to cross the Illinois River by a bridge authorized by the charter. Thence the route is southwestward about ten miles to Lawn Ridge, and thence due south about twenty miles to Peoria. The charter authorizes the company to make the bridge at Lacon a toll bridge. The Secretary writes that the company has a grade ready for use from Wenona and Lacon, and that work will be commenced on the route very soon.

Marshall and Cold Water Railroad.

This company was organized at Marshall, Mich., on the 3d inst., by the election of the following board of directors: A. L. Green, of Olivet; F. V. Smith, J. G. Parkhurst, and H. C. Lewis, of Coldwater; M. V. Wagner, H. J. Perrin, Geo. Ingersoll, C. S. Crane, C. P. Dibble, P. A. Spicer, of Marshall, and L. J. Fisk, of Allegan. At a subsequent meeting of the directors, A. L. Green was elected President; George Ingersoll, Secretary; C. P. Dibble, Treasurer, and D. B. Dennis, Assistant Treasurer. The length of the road is twenty miles. Capital stock, $200,000. Mr. Green is President of the Jonesville, Marshall and Grand River Railroad and this new organization is to take the place of the southern division of that road. It will connect at Coldwater with the Lake Shore and Michigan Southern Railway and also with the Mansfield, Coldwater and Lake Michigan Railway, and the division from Jonesville to Marshall will be abandoned. The work on this road will be commenced in October and pushed forward with energy, expecting to lay the track by the 1st of July next.

Grand Rapids and Indiana Railroad.

The laying of the last rail on the Grand Rapids and Indiana Railroad, south of the city, which was accomplished on the 13th inst., marks a vastly important era in the history of Northern and Western Michigan. It places the Muskegon and Grand Rivers in close business connection with the Ohio Valley, and opens a new and extended market for the plaster, lumber and other productions of a vast country whose capacity for the supply of those important productions is unlimited and as yet scarcely developed. The Continental Improvement Company have vigorously prosecuted the construction of this road. Since the middle of April last, as we are informed by that vigilant railroad man, Receiver Williams, 160 miles of track has been put down, in spite of the many difficulties which occurred in getting the ties and iron as fast as wanted. Some of this track was spiked down on the ties in less than ten days from the time it came hot from the rollers at Pittsburg, 500 miles distant. We are assured that the work of grading on the next twenty-mile section, north of Paris, will soon be commenced, the locating engineers having completed and reported their line through to the Manistee River, fifty-five miles north of Paris. Contracts for this work will be made without unnecessary delay. Gov. Baldwin, accompanied by an invited party of our citizens, took an inspection trip over the road from this city to Paris yesterday, and was highly pleased with the very excellent character of the work. The party, in addition to Superintendent Shaw, Receiver Williams, Commissioner Howard, and Director White, of the railroad company, included Hon. T. W. Ferry, Judge Whitney, Mayor Aldrich, W. D. Foster, N. L. Avery, Henry Fralick, Col. Briggs, T. H. Lyon, Jr., H. M. Hinsdill, D. L. Latourette, Dr. Ferris, C. Rice, and other gentlemen. The weather was very fine, and the trip an exceedingly pleasant one. A special engine and a new beautiful car were employed for the occasion, and the excursion train made its round trip without regard to the time-table or anything else but the pleasure of the party. The managers of the road were quite attentive in pointing out the many interesting features along the route, to which we have little space for reference here. About four miles north of Morley we pass over what is called "The Summit," being the highest elevation on the completed portion of the road, which point is 362 feet above the crossing of the D. and M. railway, in this city. The grade was so well perfected that we could hardly realize the fact that we reach such an altitude in passing over the apparently level road.

bed. Before reaching Big Rapids, the track passes over a gulch, at the foot of which a small, clear stream flows, seventy-five feet below. The bridge is about 300 feet long, and is a structure of great strength and beauty, built with special reference to permanence and safety. Our train stopped on the north end of this bridge, where the view down and along the gulch is quite picturesque and romantic. Returning, our train made the distance of sixty-five miles in two hours and a half, including two stops of at least ten minutes each. The track is an exceedingly smooth one, and all were delighted with the ride. The Governor must warmly commend it, and all the party gave enthusiastic evidence of their pride and satisfaction. We cannot doubt that the Executive certificate with reference to the completion of the third section of the road will be cheerfully given, and that the Company will at once secure the patents for the lands it is entitled to, and which it has so fully and faithfully earned.—*Grand Rapids Eagle.*

Louisville, Cincinnati and Lexington R. R.

The earnings of this road for the year ending June 30, 1870, were as follows:

From passengers		$502,378 88
" freight		391,836 50
" express		34,379 98
" mail		17,193 81
" telegraph		1,353 96
" miscellaneous		1,605 17
		$948,748 30
Expenses viz:		
Conducting transportat'n.	$224,079 81	
Motive power	139,781 93	
Maintenance of way	277,956 72	
Maintenance of cars	60,491 95	
General expenses	24,592 99	
		726,903 40
Net earnings		$221,844 90
Add balance on hand July 1, 1869		477,010 50
Profits in conversion of scrip		215 11
Total		$699,070 51
From which deduct—		
Interest on bonds	$207,762 06	
Dividends on pref. stock	80,406 87	
Interest and discount on loans	45,510 85	
State tax on capital stock	4,865 00	
Improvement account	9,255 01	
Loss by defaulting agent	203 90	
Bills receivable, worthless	726 60	
		348,733 29
Balance to credit side of General Acc't.		$350,337 22

The consolidation of the Louisville and Frankfort and Lexington and Frankfort Railroad Companies into the Louisville, Cincinnati and Lexington Railroad Company, adopted at the last annual meeting of the stockholders of the two first mentioned companies respectively, and under which you organized at the first general meeting of stockholders of this company on the 5th of October last, has been fully ratified and confirmed by an act of the General Assembly, approved February 9, 1870, with a proviso that your Board shall hereafter consist of twelve directors instead of nine, as provided in the agreement of consolidation. A supplemental act provides that ten of the directors shall be elected annually by the stockholders, the stock owned by the State of Kentucky not being entitled to vote therefor; and that two directors shall be appointed annually by the Governor so long as the State shall remain a stockholder.

Further legislation authorized the issue and sale or hypothecation of additional mortgage bonds to the extent of one million of dollars, and of additional capital stock to an amount not exceeding one million of dollars. Authority was also conferred on this company to construct and extend branch roads through Scott and other counties, receiving and applying to such objects county, city, or town bonds in payment for subscriptions to the capital stock of this company, on such terms and conditions as may be agreed.

FINANCIAL.

The one million dollars additional bonds authorized have been issued, by order of the Board of Directors, payable thirty years after their date, on the 1st of April, 1870, and bearing interest at the rate of eight per cent. per annum; and a mortgage lien has been made, to secure the payment thereof, on the property and franchises of the Company, subordinate to liens previously existing. The greater part of these bonds have been hypothecated as collateral in lieu and substitution of the unsold preferred stock hitherto pledged on the floating debt of the Company, and in the negotiation of further loans to meet the cost of the construction of connecting roads at Louisville and into Cincinnati. About half a million of dollars of preferred joint stock which was hypothecated for debt have been thus retired.

The floating debt of the Company is, in greater part, at long time; and, while it can be carried on the bonds as collateral without great inconvenience, is costing the Company a less rate of interest than would be paid on the proceeds of the bonds at any price at which they could now be negotiated. Besides the saving in interest, the Company has made a considerable saving in premiums on gold by making gold loans to meet our bills for iron. Our second bonds are generally known and treated as a good security, and with the connections of our road completed and its business established, will be sought for investment in our home market at a price materially higher than they will now command. Should no unforeseen trouble defeat the completion of the Cincinnati and Newport railroad bridge this season, and no great financial reversion unsettle ordinary moneyed values, we can have no difficulty in disposing of the securities of the Company during next summer, and liquidating the floating debt. The securities of the Company already issued are sufficient, even at the present market value, to pay all the liabilities of the Company, build its connections, and leave a balance of between $100,000 and $200,000; but the Company could not think of selling the preferred stock bearing nine per cent. at anything near its present market value. It is far preferable to carry a small portion of the floating debt until it can be paid from earnings, and sell no more preferred stock.

CINCINNATI BRANCH.

Your Short Line Branch road from Lagrange to Covington, though still uncompleted, has been open for business and in constant operation during the year past, and has made a gratifying success in demonstrating to the traveling and shipping public its comfort, capacity, and safety as a first-class road. But the embarrassment of its unfinished connections, both at Louisville and Cincinnati, with the necessary delay and expensive haul of both freight and passengers, have deprived it of the business to which its location and advantages entitle it, and essentially reduced the profits on the business it does command. These great obstacles have unavoidably existed a year too long; and have occasioned very serious loss and embarrassment to the operations of the road and the finances of the Company.

CONNECTIONS.

The protracted controversy in the City Council as to the route of connection through Louisville has been terminated by a contract between this Company, the Louisville and Nashville Railroad Company, and the city of Louisville, fixing a satisfactory route for the construction of a connecting road at the joint cost of the two railroad companies; and we expect to be put in possession of the roadway and commence work upon its construction by the date of your meeting. The iron has been provided, and the connecting line should be finished and in operation by the middle of November. The connecting road through Newport will also be completed during the fall; and we have the most confident assurances that the railroad bridge across the Ohio River at Newport will be finished by the 1st of December.

The funds required on our part to build these connections have been arranged for, at long time and lenient rates of interest, on pledge of the second bonds of the Company. The strong companies with which we connect at either end have exhibited a gratifying interest and appreciation of the value of our connections in the liberal aid they have agreed to extend for its completion.

OPERATIONS OF THE ROAD.

The business operations of the Company, its earnings and expenditures during the past year, and present assets and liabilities, are stated in the subjoined tables of the Auditor and Treasurer with great clearness and precision.

I believe it is the history of all new roads that the first year of their opening has never developed the business they are to command; but in our case, operating an unfinished road, with a long break over which we have to haul at either end, against two competing roads without these embarrassments, and with scarcely any county roads open to our new depots on the line to command local business, the earnings exhibited for the past year can be no criterion from which to judge of or scarcely to estimate our future earnings. I believe the earnings of the new line will be at least doubled, and without any increase of expenditures, after the completion of its connections becomes generally known to the public. The operating expenses, which for the first five months of the past fiscal year look very large, but were necessarily greater on account of operating a new and unsettled road than ordinarily, have been reduced to about an average of fifty-six thousand dollars per month; at about which standard, or not exceeding sixty thousand per month, they can be maintained, even with a considerable increase of business and earnings. These expenditures include always a full monthly proportion of the annual outlay for rails, ties, and other material and labor necessary to keep up the renewals and repairs of the road and equipments in the best operating condition. The good condition and quality of the road bed, its tunnels, bridges, and culverts, are not only well maintained, but annually improved.

Should our confident expectations of increased business on the new line be realized, the net revenues of the Company will at once exhibit a handsome margin above the current liabilities, on account of interest and dividends on preferred stock. But sound policy would dictate that the stockholders should not be urgent for a too hasty resumption of dividends on the common stock. The first surplus earnings available for dividends will be worth a great deal more to the common stock if applied to the reduction of the floating debt and the permanent retirement of the unsold preferred stock. The common stock of the Company is so small in amount, compared with the length of the roads and value of property, that a comparative small margin of net earnings above the interest account will pay good dividends. If the policy thus indicated by pursued, and no more preferred stock be sold, I am sanguine that within a few years the balance of the floating debt not paid by the sale of bonds will be paid off from earnings, and the common stock be in receipt of dividends at the rate of ten per cent. per annum.

CONCLUSION.

I cannot conclude this report without expressing my profound regret at the great loss to the Company I am sure you realize in the retirement, from illness and subsequent death, of my distinguished predecessor, the late Hon. W. A. Dudley, the first President under your present organization, and who had so long, faithfully, and efficiently managed your affairs as Chairman of the Joint Committee of the two previous companies. It is a sad reflection that he could not have lived to conduct to a brilliant success and complete the

triumph of his great enterprise in the projection and rapid construction of the important and valuable link in the great line of travel and transportation between the North and South, which your Short Line Branch road to Cincinnati is destined to constitute.

This calamity has brought to the head of your organization a President without experience and with limited knowledge of railroad management, who can only promise his faithful and best efforts to serve your interests.

In the practical business of operating the road I have to acknowledge the invaluable aid of our very able and experienced Superintendent, Colonel Gill. The Company has been fortunate in securing the services of Mr. Gimperling as Assistant Superintendent, whose entire control in the movement of trains exhibits a general success and freedom from collisions or other mishaps that will compare favorably with any other road in the the country.

The receipts and expenses from all sources for the year ending June 30, 1870, were as follows:

Receipts:

Transportation receipts	$948,748 30
Bills payable	279,033 77
Sale of bonds	50,000 00
Sale of preferred stock	6,328 68
Acc'ts for labor and material unpaid	20,403 52
Forfeited per centage on construction contracts	5,238 05
Due foreign roads on ticket sales	9,703 28
Collected from sundry parties	6,364 46
Decrease in supplies on hand	39,927 32
Profits in Lexington and Frankfort R. R. scrip redeemed	215 11
	$1,365,962 49

Expenses:

Operating expenses	$726,903 40
Construction Cincinnati Branch	266,701 02
Improvement account	9,255 01
Louisville and Frankfort R. R. bonds redeemed	6,000 00
Lexington and Frankfort R. R. scrip redeemed	827 60
State tax on capital stock	4,865 60
Interest on bonds	191,113 31
Dividends on preferred stock	77,128 97
Dividends on common stock	3,541 51
Interest and discount on loans	45,510 85
Default of station agent	206 90
Bills receivable, worthless	726 60
Increase in cash on hand	33,182 32
	$1,365,962 49

The company have 26 locomotives, 10 twelve-wheel and 12 eight-wheel passenger cars, 8 baggage, 6 express, 164 box, 24 stock, 100 platform, 6 caboose and 183 road cars. Number of miles run by locomotives with passenger trains, 376,-178; with freight trains, 170,548; distributing trains, 74,184—total, 620,895; of which, 345,336 miles were run by coal burners at a cost per mile for fuel of 8.37 cents and for repairs 2.72 cents; and 275,559 miles by wood burners, at a cost per mile for fuel of 10.79 cents, and for repairs 6.04 cents. Av. cost per mile for fuel, 9.46 cents; and for repairs, 4.19 cents. Total cost per mile run, 24.79 cents. Total mileage of cars, 3,330,319. Number of passengers carried, 440,615; total mileage of passengers, 13,955,245. Av. number of miles traveled by each passenger, 31.65. Number of tons hauled, 180,603; number of tons hauled one mile, 12,174,094; average distance each ton was hauled, 67.41 miles. Earnings per total revenue mile, $1 83.95; expenses, do., $1 40.94—net earnings do., $0 43.01. Expenses per total engine mile, $1 17.05. Proportion of operating expenses to earnings, 75.56.

General Account, June 30, 1870.

Cost of Road and Equipments:		
Louisville and Lexington Railroad, 93.50 miles		$2,186,910 36
Cincinnati Branch, 77.60 miles		4,633,440 49
		$6,820,350 85
Sundry Assets:		
Stock in turnpike Cos.	$5,000 00	
Stock in Louisville Fair Grounds Association	5,000 00	
Real estate	62,290 10	
Stock of supplies	84,451 47	
Cash on hand	50,717 64	
		207,459 21
		$7,027,810 06
Funded Debt and Capital Stock:		
Lou. and Frank. R. R. Co. 6 per ct. bonds		$82,000 00
Lex. and Frank. R. R. Co. 6 per ct. bonds, due in 1874		25,000 00
City of Louisville 6 per cent. bonds, due in 1881		100,000 00
Cincinnati Branch 7 per cent. bonds, due in 1897		3,000,000 00
L., C. and L. R. R. 2d mort. 8 per cent. bonds, due in 1900		1,000,000 00
		$4,207,000 00
State of Kentucky perpetual loan, at 6 per cent		74,519 50
Nine per cent preferred stock		1,500,000 00
Common stock		1,623,482 82
		$7,405,002 32
Less unsold:		
Cincinnati Br. bonds	$322,000 00	
L., C. and L. R. R. bonds	1,000,000 00	
Preferred stock	651,300 00	
		1,973,300 00
		$5,431,702 32
Bills payable:		
Loans, &c		1,162,998 17
Unpaid accounts:		
Accounts for labor and material unclaimed	$44,244 79	
Forfeited per centage on construction contracts	5,238 05	
Interest on bonds uncalled for	21,303 75	
Dividends on stock uncalled for	15,123 53	
Due foreign roads on ticket sales	10,326 29	
Due sundry parties	4,311 67	
	$100,548 08	
Less due us from:		
Post office department	$3,809 97	
Bills receivable	2,133 72	
Station agents	3,188 53	
Sundry parties	8,643 51	
	17,775 73	
		82,772 35
Balance to credit of income acc't.		350,337 22
		$7,027,810 06

President.—Norvin Green.

Vice President.—Joshua F. Speed.

Directors by the Stockholders.—Joshua F. Speed, J. Guthrie Coke, J. W. Kalfus, J. M. Monohan, G. Spratt, J. B. Wilder, G. W. Sutton, M. C. Johnson, F. K. Hunt, Henry Bell. By the State of Kentucky: J. Lyttleton Cooke, E. D. Standiford.

Gen'l Superintendent.—Samuel Gill.

Ass't Superintendent.—J. E. Gimperling.

Secretary and Treasurer.—W. H. Beynroth.

Auditor.—Wm. Mahl.

Engineer.—G. R. Talcott.

Gettysburg Railroad.

In accordance with the decree of the Supreme Court foreclosing the mortgage, Mr. Swope, the trustee, advertises the sale of the Gettysburg railroad, to take place at the Merchants' Exchange, Philadelphia, on Thursday, October 13th. As there seems to be no probability of the resident bondholders forming any combination to purchase the road, we take it for granted that it will pass into new hands, possibly the Pennsylvania or the Reading Railroad Company.

In the franchises of the Gettysburg Railroad Company, holding their right of way from the Susquehanna to the Potomac, the road has a value over and above the bed, rolling stock, &c. The revenues of the line from Gettysburg to Hanover now pay all working expenses and six per cent. on the full amount of the mortgage bonds. Were the link from New Oxford to York or Columbia completed, and the road extended to the Baltimore and Ohio road, the local traffic would be largely increased besides opening up an immense trade, in connection with the Cumberland coal region and the lines of railway pushing southwest through the Shenandoah Valley. As a through line from Philadelphia or New York to the Southwest, the route via Gettysburg to Hagerstown is from thirty to forty miles shorter than by the Cumberland Valley road.

By legislative enactments the bed of the old "tapeworm," in the construction of which the State expended over a half million of dollars, was transferred to the Gettysburg Railroad Company, and will pass to the purchasers, with the franchises, including the right to tap the Baltimore and Ohio road. We have no information as to the purposes of either the Pennsylvania or Reading Companies. Into whoscever hands the road passes, we hope that it will be extended.—*Gettysburg Star.*

Erie Extension Canal.

The Erie *Dispatch* of September 17th says: "Yesterday it was currently rumored that the canal had been sold to parties representing the Pennsylvania Railroad Company and there is now no doubt that a formal transfer of the property has been made. The price understood to have been paid is upwards of a quarter of a million of dollars, mostly in railway bonds. The sale was the staple of street talk yesterday, the business connections of the purchasers giving color to the belief that the canal would hereafter be operated by the Pennsylvania Railroad, as an adjunct instead of a competitor of the Erie and Pittsburg Railroad. Speculation is rife as to the probable effect of the sale upon the freight tariffs both by canal and rail. The general opinion favors the idea that the canal will be put in repair, and that no advance of rates detrimental to the business of the city need be anticipated from this unexpected movement."

☞ Judge Strong, in the U. S. Circuit Court, Philadelphia, has rendered his decision in the case of the Philadelphia and Reading Railroad Company *vs.* Barnes, Collector of Internal Revenue. The opinion decides the law to be the same as it stood before the passage of the act of July 14, 1870, the dividends and interest paid by railroad companies on and after January 1, 1870, were not liable to an internal revenue tax, and that the act of July 14, 1870, could not be accepted as a legislative exposition of the meaning of the former law, so far as it applied to the present case. There were a number of cases involving the same question.

☞ Drew Co., Arkansas, has voted, by a majority of 673, aid to the amount of $100,000 each to the L. R., P. B. and N. O., and M., O. and R. R. railroads.

Finances of Florida.

At the close of the war the State of Florida had afloat about $2,000,000 railroad bonds, of which she had guaranteed the interest. Nearly all these have been called in and cancelled, and the Legislature has authorized an issue of bonds, to be secured by first mortgage bonds of the railroad, to the amount of $16,000 per mile for each mile of constructed road from Jacksonville to Pensacola, 374 miles, and from Gainesville to Tampa Bay, 160 miles. Two hundred and twenty-three miles of the road from Jacksonville, west, is in running order, and $3,000,000 in State bonds has been exchanged. As the road is extended the company is entitled, for each section of twenty miles completed, to receive State bonds to the amount of $16,000 per mile in exchange for its first mortgage bonds. The time for completion of the road is limited to five years, and the entire amount of bonds authorized would be about $8,000,000. The State is anthorized to enter upon and sell the roads upon failure of the companies for any one year to pay the interest on the bonds.

The bonded debt of the State itself, as appears from official data, is as follows:

Seven per cent. bonds, issued in 1851, to defray expenses in Seminole war	$220,000
Eight per cent. bonds, issued by Constitutional Convention	30,000
Six per ct. bonds, payable in thirty years, issued under new constitution, 1868	300,000
Six per cent. bonds payable in twenty years, issued under new constitution, 1869	200,000
Total	$750,000

The bonds, issued under the new constitution, were for the purpose of funding floating obligations and past due interest incurred by the old government. The constitution requires the Legislature annually to levy sufficient tax to meet the interest upon the public debt and defray the current expenses of the government. One half of one per cent. upon the assessed valuation of the property is deemed sufficient for that purpose, and is a much lighter tax than in many other States.

Of the seven per cent. bonds $132,000 is in the Indian Trust Fund at Washington, and the State claims indemnity from the federal government for the entire amount of these bonds issued for expenses in the Seminole war. Over 50,000 people have been added to the population of the State since the war, and her present enumeration is stated at near 200,000, against 140,000 in 1860. The city of Jacksonville alone numbers 12,400 inhabitants, having quadrupled since the war. Under the new government the State has entered upon a fresh career of prosperity, and it is expected that 400 miles of railroad will be added within the next two years, the Legislature having made liberal provisions for their construction and also for the improvement of the navigation of her internal waters.

American vs. Foreign Manufactures.

The *Ironmonger*, a London paper published in the interest of the iron and steel manufacturers of England, has the following suggestive paragraph:

"We are running a great risk in England of being beaten by America in the manufacture of axes, shovels, hoes, and other manufactures of the kind. The Pittsburg steel, both cast and rolled, is fully up to the best English—in fact, to such a degree that it is not only supplanting our produce, but in every shape of tool it is being exported to the European continent. American bolts and hinges exceed ours, and medium American cutlery of all kinds is cheaper and better than any manufactured here. We trust that our Sheffield houses will look to their laurels, and strive to maintain the superiority of make and world-wide command of the trade for which they have hitherto been celebrated."

Steam on Canals.

The feasibility of a new plan for propelling boats through the canals by steam is again being discussed. The latest invention was made by a Mr. Goodwin, and consists of a new steamboat, propelled by a single wheel, and this, instead of being of the ordinary construction, consists of a water-tight drum, having the paddles arranged on its periphery, and they do not pass straight across the drum, but are arranged in V shaped lines. The sides of the boat are extended forward, and between them is hung the drum or paddle which we have described. These two sides are thus made to inclose the entire depth and breadth of water to be displaced, so that when the wheel is put in motion the boat is not forced against the water which lies in front of it, thereby piling the water up and throwing it off against the banks; but, instead of this, the water is drawn in under the wheel and forced under the bottom of the boat, being discharged at the rear end, so that the water instead of being higher at the front of the boat, is actually found to be the highest behind it. In this way, instead of the boat having to displace a large amount of water by sheer pressure at the bow, thereby piling the water up and thus opposing a most powerful resistance, the water is displaced by the action of the wheel and passes under the boat. There has been considerable experimenting with steam as a motor upon the Chesapeake and Ohio Canal, but not altogether with the desired success, and it remains to be seen if the desideratum is really attained in the above-named invention.—*Cumberland Alleganian.*

Ogdensburgh and Lake Champlain R. R.

The Directors of the Ogdensburg and Lake Champlain Railroad Company present to the Stockholders their Fifth Annual Report, being for the year ending March 31, 1870:

Gross Earnings for eleven months ending February 28, 1870		$1,025,021 95
Expenses for the same period	$633,372 98	
Paid for wharf property at Ogdensburg	15,346 19	
Paid for building warehouse at Ogdensburg	21,000 00	
		669,919 17
Net earnings for eleven months		$355,302 78
Received of the trustees and managers of the Vermont Central and Vermont and Canada Roads, instalment for March under the contract hereinafter referred to		32,051 66
Net earnings for twelve months, ending March 31, 1870		$387,354 44
Balance of net earnings on hand, April 1, 1869	$208,922 55	
Received for premium on sale of equipment bonds and preferred stock	7,092 09	
		216,014 64
		$603,369 08
From which has been paid:		
One dividend of three per cent. on common stock & tax	$96,925 00	
Two dividends of four per cent. on preferred stock and tax	168,339 60	
Interest on bonds & tax	57,358 03	
Profit and loss	9,506 84	
		332,129 97
Net earnings on hand, April 1, 1870		$271,239 11

Which consists of the following items:

Cash and available assets	$288,524 31
Real estate and other assets	88,779 25
	$377,303 56
From which is to be deducted:	
Bills payable and other liabilities	106,064 45
	$271,239 11
From this amount has since been paid the dividend on the first of April, on preferred stock	80,000 00
Balance	$191,239 11

So that the financial condition of the company on the first of April, was as follows:

Cash and available assets		$288,524 31
Deduct notes & liabilit's.	$106,064 45	
Dividend, April 1st	80,000 00	
Unsettled claims, estimated	10,000 00	
		196,064 45
Balance of cash assets on hand, April 1st		$92,459 86
The gross earnings as will appear from the foregoing statement for eleven months, ending Feb. 28, 1870, were		$1,025,021 95
The gross earnings for March, which were received by the trustees and managers of the Vermont Central, and Vermont and Canada Railroad were		54,343 07
Gross earnings for twelve months, ending March 31, 1870		$1,079,365 02
Expenses for same period, exclusive of the cost of wharf property and warehouse		668,064 44
Net		$411,300 58
The gross earni'gs for twelve months, ending March 31, 1869, were		$1,045,221 70
Expenses for same period		688,382 46
Net		$356,839 24
Showing a gain in gross earnings of		$34,143 32
And a reduction in expenses of		20,318 02
Net gain		$54,461 34

There is included in the item of expenses for the past year the cost of building 27 freight cars, one locomotive, and one passenger car.

The equipment of the road has been maintained and kept in good repair.

The proceeds of the sale of $200,000 of equipment bonds, issued a year ago, has been expended in the purchase and building of 100 platform, 148 box, and 1 passenger cars, and 1 locomotive.

Our equipment at the present time consists of 340 platform, 744 box, 19 passenger, and 7 baggage cars, and 33 locomotives.

During the past year 2,000 tons of new iron have been put in the track, and 60,000 ties, besides 50 miles of repaired iron, so that at the present time the track is in most excellent condition.

The repairs on the bridge at Rouse's Point have been completed, so that it is in capital order and will require no material repairs for several years; the other bridges have been kept fully up to the standard which safety requires, and are in good condition.

The roofs of the freight house and repair shops, at Malone, have been covered with slate the past year, involving an expenditure of between four and five thousand dollars.

The brick warehouse at Ogdensburg, to which reference was made in the last annual report, has been built at a cost of $21,000 being $4,000 less than the estimate. This building is 80 feet in width by 400 feet in length, divided by brick walls into four warehouses, each 80 feet by 100 feet and connected by iron doors.

The building is of brick with slated roof, and

admirably adapted to the purposes for which it was designed, viz.: the protection from fire of large amounts of freight.

In view of the large and increasing lumber business, the directors deemed it judicious to extend their water front at Ogdensburg, and have purchased, at a cost of $15,346 19, a property adjoining the depot grounds, having a frontage of about 2,000 feet on the St. Lawrence River, and an average depth of about 400 feet.

$4,600 of first mortgage bonds are yet outstanding, and will be paid on presentation.

$25,200 of second mortgage bonds are yet outstanding and will be converted into the common stock of the company on presentation.

The Court of Appeals of the State of New York have affirmed the decision of the Supreme Court in the suit *versus* parties interested in the old Corporation: that decision declared that the parties had no standing in Court.

On the 24th of February last, the Directors entered into a contract with the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, by which the management of the road and all its property was transferred to them for twenty years, this company receiving as a compensation therefor, in monthly instalments, a sum equivalent to the interest on the equipment bonds, dividend on preferred stock, and six per cent. for three years, seven per cent. for three years, and eight per cent. for fourteen years, on the common stock, free of government tax; this contract contains, also, proper stipulations for keeping the track, buildings and equipment, in good order and repair, and the addition of such equipment from time to time as may be necessary therefor.

At the same time, the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, entered into a contract with the Northern Railroad of New Hampshire, the Concord, the Lowell and Nashua and Boston and Lowell Roads, by which these last named parties agree to hold their share of the gross earnings of all business coming from our road as security for the performance of all the stipulations in our contract, and agree to reserve from the same a sum sufficient to pay the monthly instalments, and our Treasurer is authorized to draw for the same, on the first day of every month, on the Manager of the Boston and Lowell Railroad; this last named contract has been assigned to us.

The contract was deemed eminently advantageous to our stockholders, and not less so to the parties with whom the contract is made.

TRIAL BALANCE, MARCH 31, 1870.

Cost of road	$5,077,000 00
Equipment purchased by loans of 1869	500,000 00
Real estate for sale, not wanted for railroad purposes, and other assets not available as cash	88,779 25
Cash and balances due from other other roads and individuals	288,524 31
	$5,954,303 56
Capital stock	$3,051,800 00
Preferred stock	2,000,000 00
First mortgage bonds	4,600 00
Second mortgage bonds	25,200 00
Equipment bonds of 1868	300,000 00
" " 1869	200,000 00
Bills payable	90,000 00
Unpaid divid'ds, coupons & vouchers	11,464 45
Net earnings	271,239 11
	$5,954,303 56

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, S. E. Peabody, Thomas Upham, Samuel M. Felton, E. T. Farrington, William C. Brown, I. D. Farnsworth, Chas. J. Morrill, Calvin T. Hulburd, Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Counsellor.—WILLIAM C. BROWN.

Boston and Maine Railroad.

The annual meeting of the stockholders of this company was held in Lawrence, Mass., on the 14th inst. Frances Cogswell, Esq., President, in the chair. The Annual Report which was formally presented in print, having previously been distributed among the stockholders, was unanimously accepted. The following gentlemen were elected directors for the ensuing year: Francis Cogswell, Andover; Peter T. Homer, Boston; Nathaniel G. White, Lawrence; E. J. M. Hale, Haverhill; George C. Lord, Boston; Amos Paul, South New Market; John E. Bickford, Dover.

It was voted to amend the by-laws so as to fix the date of the annual meeting on the second Wednesday of November, beginning with the year 1871, and to have the official reports made up on April 1 and October 1 each year. The reason for this change was the amendment of the statutes by the recent Legislature, whereby the time for making up the annual reports of railroad corporations is changed.

The article relating to the issue of new stock was then taken up.

Brackett L. Jones of Stratham wanted to know what the money was to be used for, and when informed that it was intended to pay the floating debt, expressed his surprise to know that the corporation was in debt. He thought there was a surplus.

P. T. Homer explained that the power to issue stock was desired in order to meet financial emergencies. When money could be hired at 5 per cent. it would be well to carry on a floating debt, as the stock if issued would be compelled to pay a dividend and to pay State taxes. In a financial crisis it would be policy to avoid paying high interest by redeeming the debt, and in such case the stockholders would be called on to take the stock.

The President further explained that the floating debt had accrued and was constantly accruing in consequence of increase of rolling stock, engines, new depots, &c., within the past four years. A branch was now being built from North Andover to Bradford, which would cost $150,000, and large tracts of land had been purchased with a view to future rather than present needs. If gentlemen were willing to go without their dividends in order that the floating debt might be paid, the directors would be happy to comply with their wishes.

Without further discussion it was voted to authorize the directors to issue 4,500 shares of new stock to stockholders at par, at the discretion of the directors.

The article relating to deep water communication was taken up, and the report of the committee recommending reference of the subject to the new Board of Directors was accepted, and the matter was so referred.

☞ The New Bedford and Taunton Railway Company reduces its passenger rates after the first proximo. This is owing to the repeal of the United States tax on fares, which goes into force on that date.

☞ The tender for the construction of the first section (38 miles) of the Glencoe and Buffalo branch of the Great Western (Ca.) Railway has been let to Henry Yates, Esq.

Kansas Pacific Railroad.

On the 30th of August, a train consisting of nine Pullman's Palace cars, with baggage car and commissary car attached, left St. Louis, having on board some ninety-six invited guests of the Kansas Pacific R. R. Co. The party included besides the Postmaster General, the second Assistant Postmaster General, the President's Private Secretary, representatives of various railroads, gentlemen interested in telegraphic lines and land companies, and a large number of journalists from the different States. The excursion was intended to celebrate the opening of the road, the last rail of which was laid some few weeks since, and the last ten miles of which was finished in one day.

The Pacific Railroad, as now completed, runs directly through the State of Kansas and part of the Territory of Colorado, a distance of 637 miles. It also has a branch road from Leavenworth to Lawrence, a distance of 34 miles, and another from Denver to Cheyenne, 100 miles, where it strikes the Union Pacific road. The undertaking was a most laborious and hazardous one but was pushed to its completion through the energy of its President, John D. Perry, Esq. Most of the road is on a line of good water courses, and veins of coal have been struck at several points. A route from Denver to Idaho has been surveyed, and if completed will put the East into direct communication with the Rocky Mountains. Along the whole line of the present road villages are springing up, and the advantages offered by the road to settlers are good, the prices low and interest but six per cent. The road passes through the valleys of the Kansas and Smoky Hill rivers, and across the Big Blue, Republican, Soloman and Saline rivers, the richest agricultural district in the State. After striking the Colorado border it skirts the edges of the Pine Ridges, from which lumber can be readily delivered to any point of the road on the Plains. The business of the road at present, although confined mostly to the cattle traffic, is very large, and the prospects for a thriving and lucrative business in other branches very flattering.

West Chester and Phœnixville Railroad.

The 1st Vice President of the Pennsylvania railroad, and 4th Vice President, Colonel Thomas A. Scott, and Mr. Roberts, in company with William E. Lockwood, President of West Chester and Phœnixville Railroad, and others interested in the new enterprise, on Saturday afternoon last, went over to the proposed line from the steamboat to West Chester. It is said that as soon as the necessary preliminaries are made the West Chester and Phœnixville Railroad will at once be put under contract as far as the steamboat. We understand that the Company is organized as follows: President, William E. Lockwood; Secretary, C. H. Pennypacker; Treasurer, William Painter; Directors, William E. Lockwood, Charles H. Pennypacker, William Painter, Joseph T. Murtagh, Daniel F. Jenks, William McCouch, William D. Christman.—*West Chester Record.*

☞ At a meeting of the stockholders of the Memphis and Raleigh Springs Railroad Company, held at Memphis on the 1st instant, the following directors were elected: E. F. Babcock, E. W. Brooks, C. N. Taylor, A. B. Newkirk, J. T. Swayne, A. J. Kellar, Geo. K. Duncan, H. L. Brinkley, A. J. White.

☞ John J. Richardson has been elected President, J. J. C. Abbott Vice President, and W. R. Worsley Secretary and Treasurer of the Canada Central Railway Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,350,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J. A. J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont.100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ..100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J. A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	960,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millville* 50	447,000	J. & D.	June'70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept. '70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 $2
" Street	.....	J. & J.	Jan.'68 $2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July'70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordav.100	1,143,445	.....	.....
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 5
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan.'70 3½
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July'70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	July '70 3
Hannibal and St. Joseph.100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,830	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top .. 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,616,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref. .100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minchill*. 50	323,375	J. & J.	Jan. '70 [illegible]
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London.100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern...100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	23,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July'70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	*155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4.848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.. 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester.100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb'g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	July '70 3
Warren.....100	1,547,650	.....	.....3½
Worcester and Nashua .. 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal..... —	.....	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '68
Adams Express.....100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express.....100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	806,040	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,855,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,154,520	1,080,946	1,246,313	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,915
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359 468	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	668,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	645,253	759,215	645,768	861,358	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,963	7,250,669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,558	284 319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,615	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,585	758,467	857,332	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	746,450	.....	643,058	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107¾
.. ..coupon		5	" "	1874	108
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 .....registered	282,733,100	6	" "	1881	114
.....coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,012,800	6	May & Nov.	1882	112
.. .. .. (5-20s).....coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	112
.. .. .. (5-20s).....coupon		6	" "	1884	112
Loan of June 30, 1864 (5-20s)...registered	107,611,750	6	" "	1884	112
.. .. .. (5-20s).....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s)...registered	188,380,500	6	" "	1885	112
.. .. .. (5-20s).....coupon		6	" "	1885	112¾
.. .. 2d series (5-20s)...registered	280,298,350	6	Jan. & July.	1886	110⅝
.. .. .. (5-20s).....coupon		6	" "	1886	110⅝
.. .. 3d series (5-20s)...registered	347,714,500	6	" "	1887	111
.. .. .. (5-20s).....coupon		6	" "	1887	110⅞
.. .. 4th series (5-20s)...registered	39,737,850	6	" "	1888	110½
.. .. .. (5-20s).....coupon		6	" "	1888	110⅝
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106¾
.. .. .. (10-40s)....coupon		5	" "	1904	107
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95–'99	111¾
Certificates of Mar. 2, 1867, and July 25, 1868..	45,395 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	44,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	240,702	var	.....	Due.	....
Treasury Notes (7-30s).....	611,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,090,590	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	*nil.*	.....	Dem.	....
Fractional Currency	40,854,384	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	101
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	100½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	85½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.....—Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	74
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87½
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	65
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	100
.. —War Loan of 1861.....	800,000	6	"	1871	101½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	97
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	95½
.. — .. .. 1838–'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864–'68	2,040,100	6	" "	1883	104
.. —South Relief Loan of 1867.....	100,000	6	" "	1875	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	98⅞
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106⅞
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1879	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	111½
.. —	50,000	6	" "	1877	105⅞
.. —Union Fund Loan of 1861.....	200,000	5	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72–'73	109¾
.. —	720,000	6	" "	'74–'75	109⅝
.. —	1,430,000	6	" "	1876	109½
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98¾
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	90½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107⅝
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	51½
.. — .. (new).....	3,059,045	6	" "	'92–'98	29
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	111
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	103
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101⅞
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	60½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	100
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	67
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	30
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88¾
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84¾
Central Pacific of California:						
1st Mortgage (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104¾
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	78
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension).	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension).	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	76½
Consol. S. F. Mort. ($5,000,000).	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92⅝
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & Julv.	Philadelphia.	1883	94⅞
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	72
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95⅞
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89¾
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	93½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.).	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863,	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	— & —	"	18—	94½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	96
3d Mortgage, Sinking Fund	1,222,000	6	April & Oct.	"	1900	90
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	87
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80¼
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95¾
Company Bonds	458,000	6	April & Oct.	"	1875	95¼
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102¼
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	74¾
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102¾
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	103¼
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	104
1st Mortgage (General)	5,000,000	6	" "	"	1881	94
2d Mortgage	4,000,000	6	" "	"	1901	85¾
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88¼
Philadelphia, Germant. & Norist:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	95
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1876	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.			....
Plaxerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providenee.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76¾
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107¾
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	88½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	82⅞
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	69½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	73
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91¾
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	100¼
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York.	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*	—	—	2,149,200	4,175,000	—	—	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	—	—	2,169,550	7,550,564	531,114	—	132.0	—	—	—	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*	—	—	—	425,000	—	—	68.0	118,080	—	—	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshir	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	—	—	—	362,666	119,162	8	100	96
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	—	—	—	—	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶..... Georgia.	5,786,183	*	—	—	3,940,489	2,000,000	—	—	285.7	461,575	—	—	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	—	—	1,795,225	200,000	102,991	81,558	95.0	—	—	—	106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	*	—	—	194,250	20,000	—	—	15.5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	724,230	20,361,676	379.6	6,640,721	—	—	8,724,916	2,968,809	8	100	132
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	377,661	—	1,650,000	20,000	—	357,661	30.0	418,895	—	—	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	—	—	536,033	L158,572	—	100	4
Dec. 31, 1869	20.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	—	—	513,355	—	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	—	—	995,800	2,244,500	902,636	—	79.0	298,128	—	—	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	—	—	332,000	700,000	—	—	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	—	—	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62¾
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	—	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	136
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	149
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le	ased to E	ric.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	—	—	428,717	700,000	—	—	87.2	121,957	—	—	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	—	—	6,000,000	4,000,000	—	—	88.0	989,627	—	—	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,328	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	and opera	ted by Er	ie.)	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	—	—	428,472	—	—	—	1.60	28,606	664,730	—	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	—	—	2,500,000	1,500,000	—	—	—	(No ret	rns 110 m	iles recent	ly comple	ted.)	—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	—	—	1,633,000	9,957,000	—	—	279.0	—	—	—	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	—	—	5,000,000	9,751,335	—	—	92.3	—	—	—	4,229,064	1,257,425	10	100	114¾
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,157	*	—	—	1,120,805	990,000	—	—	60.2	—	—	—	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	—	—	—	332,925	350,000	—	—	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,459	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	—	—	426,900	—	—	—	34.0	85,576	—	—	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	—	—	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	—	—	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	—	—	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	—	15,000,000	3,400,000	—	—	74.0	—	—	—	4,010,122	1,367,958	—	100	105¾
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	—	—	3,000,000	2,500,000	—	—	137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	1.00	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	—	—	40,097,290	28,620,000	—	—	890.0	2,869,227	—	—	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	—	—	1,000,000	3,200,000	—	—	100.0	—	(N	o returns.)	—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	—	—	—	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	—	—	291,222	225,000	—	—	40.0	—	—	—	42,760	18,648	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	—	—	—	3,288,692	—	—	—	(No retur	ns publish	ed.)	—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	—	109,496	53.6	495,525	4,733,511	15 801,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6¼
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	—	—	4,681,563	2,004,970	10	100	113
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	152
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	(N	o returns.)	—	—	—	100	....
May 31, 1869	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	—	—	3,916,000	810,000	—	—	—	(Leased	and oper. b	y Chic. a	nd N.W.)	660,337	10	100	119¾
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	—	31,249,259	17,290,400	317,065	1,914,655	1,156.0	—	—	—	13,941,343	4,881,189	10	100	82¼
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	115½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	—	—	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	—	—	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased	and oper. b	y Kentuc	kyCentra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	—	—	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	—	82,810	382,600	625,000	22,395	—	42.0	—	—	—	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	—	—	795,489	145,405	—	100	21
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	—	—	1,669,361	1,300,000	—	—	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	35,160,680	2,962,614	929,384	7	100	79½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981	.....	—	2,056,750	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	105½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Sho	re.)	.....	7	100	93
Jun. 28, 1869	588.0	12.5	67.9	—	235	76	28	1,690	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,605,620	41,064,19	3,529,411	262,452	—	100	17½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200	—	.....	.....	1,786,200	248,000	.....	.....	—	(Leased	& operate	d by Little	Miami.)	.....	6½	100	....
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	....
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	....
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—	.....	.....	350,000	—	—	—	—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River .....Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	13,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	134½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	215,000	.....	1,278,300	1,000,000	.....	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	14.6	(Leased	by Northe	rn N. H.)	38,458	15,931	—	100	....
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	—	34.0	337,200	.....	.....	791,053	75,115	—	50	....
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	—	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	.....	—	3,000,000	2,000,000	.....	—	—	(U	nder cons	truction.)	.....	.....	—	100	....
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	—	141.4	.....	.....	.....	1,061,856	421,277	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000	—	.....	.....	309,276	715,000	.....	—	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018	.....	.....	.....	891,206	892,750	.....	—	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,190,000	—	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	104
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	—	184.0	.....	.....	.....	830,241	365,392	—	100	....
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	....
Nov. 31, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	.....	.....	.....	480,000	—	—	—	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	....
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	100
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....	—	(I	n progres	s.)	.....	.....	—	100	....
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	—	.....	.....	700,000	1,000,000	.....	.....	—	(Leased	to Boston,	Hart.&Fis	hkill.)	.....	—	100	....
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,806	.....	2,500	.....	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	.....	.....	392,550	—	.....	—	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599	.....	.....	.....	1,309,200	495,900	.....	—	—	(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Jun. 30, 1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶.Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	....
Jun. 30, 1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶.....Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,994	168,981	—	100	....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	100	....
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Norther	n Central.)	25,000	25,000	5	100	....
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	—	—	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	57
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2,179,395	—	100	222½
Oct. 31, 1869	83.7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	....
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	—	—	58,498	.....	.....	129,726	56,195	—	100	....
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶.N. Brunsw.	4,674,808	*	.....	.....	(Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	....
Aug. 30, 1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,410,284	361,414	35,911	67,463	1,144,030	1,213,000	48,812	469,230	132.0	.....	.....	.....	456,978	171,527	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	.....	29,687	6,815	—	100	....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	90,000	—	.....	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	....
Nov. 30, 1869	51.0	42.8	80.3	—	32	40	11	521	Fitchburg .....Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	.....	.....	150,000	100,000	100,000	—	—	(Oper. b	y Belvide	re Delaw	are.)	.....	—	100	....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	....
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Feb. 31, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	—	(Not i	n complet	e operatio	n.)	.....	—	100	....
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	.....	230,845	—	97,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	100	....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	....
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Owned	and oper. b	y Mich.Ce	n.since A	pl.1870.]	—	100	....
Jun. 31, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,830.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	....
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,063,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,616	4	100	....
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶.....S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	....
Aug. 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,073	.....	275.0	.....	.....	.....	2,941,997	.....	—	100	113
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	23,069	—	(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....Connecticut.	3,407,285	—	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	....
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	....
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	316,624	2 000,000	291,000	123,768	153,257	119.8	.....	.....	.....	943,808	166,231	—	100	....
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125.0	.....	.....	.....	1,040,090	601,933	—	100	....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	[Is bein	g continue	d to Whar	ton Color	'do Riv.]	—	100	....
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*	.....	.....	706,580	1,927,514	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,961,506	.....	970.9	5,414,403	53,306,616	253,336,118	8,823,482	3,652,516	10	100	136
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progres	s is now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	13,720,057	*	.....	.....	5,685,497	7,358,931	675,628	.....	289.0	1,205,686	.....	.....	1,774,867	Loss.	—	100	32
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	[Project	ed.]	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*	.....	.....	132,411	35,000	.....	.....	13.0	24,000	234,368	664,541	63,307	11,855	—	100	....
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	....
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	.....	87,031	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,533	413,927	2,000,000	3,100,000	857,179	1,632,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	and oper. b	y Chicago	& Alton.)		7.	100	90
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased	and oper. b	yMich'gan	Central.)		8	100	....
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	197,612	40,533	—	100	....
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	[St k sw	amped.]	112.0	.....	[Operated	by bondh	olders.]		—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	100	....
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]				—	100	....
Dec 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]				—	100	....
Oct. 31. 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	3,320,000	550,000	.....	.....	1,325,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	986,832	256,659	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	—	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	93
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	117½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	—	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pb	g Cin.&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	85
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,549	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869.n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass§	1,000,000	*	72,124	23,999	1,000,000	—	5,609	90,514	26.0	81,204	1,6.1.977	942,664	132,510	102,110	10	100	135½
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	92,667	291.0	816,569	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	—	82.6	233,364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,874	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	212,800	50,966	—	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	64½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,856,450	—	—	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	esseess.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	—	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.3	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	—	—	7,880,100	11,779,000	.....	.....	—	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	89½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	144½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	583,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	—	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	—	150,000	—	—	—	—	(Owned	& oper. by	P., W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec .31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	—	—	—	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	—	—	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	92½
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	....
Sept. 30, 1869	5.0	—	....	34.8	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In cour	se of con	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	90
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas........La.				(In progress.)											—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶........Missouri.	17,750,000	*	—	....	7,500,000	10,000,000	250,000	—	422.8	....	....	....	1,296,961	301,779	—	100	....
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania........Pennsylvania.	6,059,105	965,98.	991,064	....	3,150,000	3,588,439	133,476	....	67.7	460,143	....	....	1,132,731	463,114	5½	50	83½
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern........Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100	....
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶........Md. and Penn.	10,566,586	2,989,134	....	....	5,000,000	7,005,500	592,582	....	332.4	1,469,366	....	....	2,928,463	977,748	6	50	87½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey....N. J. and N. Y.	527,452	*	....	....	1,100,000	400,000	....	....	35.3	146,773			325,369	65,764	8	100	....
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶.Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	103½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶........Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994		—	100	....
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain..N. Y.	5,399,872	1,400,963			4,417,500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	6	100	87
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi....Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	33⅛
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River....Penn.	6,830,158	830,232	45,000	....	4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	91¼
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport..Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96¾
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....		....	....	....	....	Orange and Newark........New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	....
Sept. 30, 1869	28.6	—	3.2	—					Oswego and Rome........New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	....
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse........New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶........Missouri.	11,646,888	2,260,241	....	33,598	3,340,024	7,550,375	....	1,560,756	285.0	1,594,535	....	....	3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama........New Granada.	8,000,000	....	....	....	7,000,000	1,192,000	....	....	47.6	....	....	....	....	....	24	100	79½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson........New Jersey.	630,000	—			630,000	—			—	(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark........New Jersey.	10,000,000	....	....	....	5,000,000	500,000	....	—	—	(Leased	to Erie)				—	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo........New Jersey.	350,000	....	....	....	284,500	85,000	....	—	—	(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown........Penn.	533,786	....	....	....	339,650	160,000	....	—	—		(Leased to Camden and Amboy.)				—	100	....
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania........Pennsylvania.	32,392,867	*	....	....	33,493,112	23,862,092	2,054,452	....	643.0	9,574,632	....	....	17,250,812	4,757,785	10	50	118½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal........Pennsylvania.	2,000,000	*	....	....	3,200,000	592,500	383,000	....	47.0	....	....	....	....	....	10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley........Illinois.	1,800,000	—			1,200,000	600,000	....	....	—	(Leased	to Chic. R.	I. and Pacific.)		125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville...Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....	—	....	....	....	....	....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶........Virginia.	1,550,337	*	....	....	1,323,200	67,926	154,299	—	82.3	....	....	....	212,892	93,883	—	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,345,812	70,164	....	....	218,000	800,000	221,686	—	46.0	124,224	....	....	196,672	9,272	—	50	....
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶....Pennsylvania.	19,391,972	*	....	....	6,004,300	12,598,000	40,974	....	289.6	2,273,856	....	....	3,262,705	loss.	—	50	54
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown..Pa.	1,139,079	315,793	448,888	....	1,595,750	55,900	....	....	24.3	376,303	....	....	697,620	287,492	10	50	160
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading..Pennsylvania.	21,324,118	4,928,061	....	....	29,022,100	7,819,592	....	....	480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	96⅞
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,436,338	....	339,675	....	1,259,100	....	....	80,555	26.5	....	....	....	1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore..Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	....	....	2,565,302	876,094	8	50	107½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	....	5,423,200	10,036,690	421,184	....	201.0	1,849,510	....	....	2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶........Penn.	3,595,257	*	....	....	1,795,253	1,891,000	294,917	....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,391,380	*	....	....	19,583,948	13,563,000	72,093	....	480.6	5,253,584	....	....	8,131,531	2,891,199	9¼	100	....
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams........Mass.	432,431	11,247	....	....	450,000	—	—	—	—	—	—	—	—	27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal........New York.			(In hands of Receiver.)						23.0	34,971	....	....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec........Maine.	2,000,000	*	....	....	783,500	1,232,760	4,510	....	109.0	373,501	7,127,219	....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth....Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	....	....	518,592	130,420	6	100	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord..N. Hampshire.	350,000	—	....	....	350,000	—	....	....	—	(Leased	to Concord.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	—	....	....	170,000	200,000	....	....	—	(Leased	to Eastern.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	485,813	*	....	....	437,917	150,000	....	....	14.5	50,896	....	....	112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester..R. I. & Mass.	1,558,297	475,576	....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶....North Carolina.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	....	....	2,530,700	1,524,800	1,226,390	—	92.3	....	....	....	254,899	30,667	—	100	....
Oct. 31, 1860	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia........Pennsylvania.	1,925,564	220,583	....	....	506,848	1,000,000	952,859	—	54.0	155,070	....	....	207,799	55,879	—	50	....
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga....N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶........Virginia.	9,929,000	*	....	81,308	4,000,000	2,719,000	288,439	....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Fredericksburg and Potomac ¶..Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶....Virginia.	978,073	*	....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	....	....	....	....	Richmond and York River ¶....Virginia.	6,250,000	*	....	....	650,000	600,000	....	....	—	—	(Not in operation.)		—	—	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley........Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria........Illinois.	....	....	....	....	1,080,000	1,384,000	....	....	12.0		(Under construction.)				—	100	....
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg..N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland........Vermont.	6,500,000	....	....	....	....	....	....	....	166.3	694,409	4,069,421	11,712,202	993,239	....	—	100	27¼
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs...Missouri.	4,150,000	*	....	....	2,100,000	2,050,000	....	—	—		(About $50,000 a month.)				—	100	72¼
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*	....	....	4,340,000	6,700,000	....	—	132.0		(Leased to Ind. & St. Louis.)			517,941	—	100	30¼
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶...Missouri.	14,000,000	....	....	....	10,000,000	4,000,000	....	....	120.0	....	....	....	612,000	171,000	—	100	46¼
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago...Ill.	....	....	....	....	....	2,725,000	....	....	—	(Leased	to Chi. & Alton.)		240,000	....	—	100	....
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St. Joseph........Mo.	....	....	....	....	2,000,000	1,000,030	....	....	—		(Under construction.)				—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	....	....	....	....	....	....	....	....	—		(Under construction.)				—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*	....	....	2,020,000	....	....	....	80.0	....	....	....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200.0	7	4	5	111	St. Paul and Sioux City........Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	....	232,950	100,415	—	100	....
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem........New Jersey.	278,328	*	....	....	180,550	100,000	....	....	—	(Leased	to West Jersey.)			16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell........Massachusetts.	386,425	82,542	....	1,590	243,305	226,900	353	91	—	....	....	....	....	17,500	1¼	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark..Ohio.	3,050,235	*	....	....	900,235	2,150,000	50,000	—	116.3	240,299	....	....	416,916	106,052	—	100	....
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna........Penn.	1,300,702	*	....	....	1,269,150	97,000	106,120	—	54.0	155,070	....	....	172,494	27,393	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley........Pennsylvania.	576,841	—	....	....	576,050	....	....	....	—	(Leased	to Phila. and Reading.)				5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke..Va. & N. Carolina.	....	....	....	....	....	290,000	....	....	—	....	....	....	....	....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian........Alabama.	2,163,564	*	....	....	999,050	796,830	....	....	119.3	....	....	....	312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*..Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	....	160.0	....	....	....	218,441	—	—	100	....
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	....	....	869,450	700,000	....	....	....	(Leased	by Northern	Central.)			6	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac..Wisconsin.	985,000	*	....	....	743,100	264,000	121,900	....	25.0	....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush........Indiana.	187,663	*	....	....	100,000	37,800	....	....	20.0	(Operated	by Jeff.	Mad. and	Louisville.)		—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line........Connecticut.	691,200	*	....	....	636,200	55,000	....	....	50.0	167,376	....	....	289,288	68,334	—	100	....
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*........Iowa.	....	....	....	....	1,330,000	3,200,009	....	....	75.0	....	....	....	127,000	....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec........Maine.	2,020,770	*	....	....	783,500	1,232,760	4,510	....	109.0	373,510	7,127,219	....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	—	—	—	—	—	—	South Branch........New Jersey.	438,300	....	....	....	438,300	....	....	....	....	(Leased	to Central	of New Jersey.)			6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶........South Carolina.	7,567,444	*	....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	....	....	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama........Ala.	....	....	....	....	900,000	....	....	....	....	....	(In	progress.)			—	100	....
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore........Massachusetts.	462,167	39,426	....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)........New York.	1,978,558	*	....	....	497,750	850,000	....	....	63.0	150,560	5,597,645	2,094,921	221,815	66,532	10	100	....
Sept. 30, 1868	123.0	6.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central........New York.	....	....	....	....	880,000	....	....	....	(Under	construction.)					—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota........Minnesota.	1,500,000	*	....	....	....	....	....	....	....	....	....	....	250,000	....	—	100	....
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶........Missouri.	....	....	....	....	....	....	....	....	91.0	....	....	....	....	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20		320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	—	.....	267,300	—	—	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Tannton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250,700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	101
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	52½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	—	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	25
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	.....	2,500,000	—	—	.....	—	(Leased	to Vermo	nt Centra	l.)		8	100	106¾
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	61
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)			—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87⅝
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)				7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)		.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	—	(Und	er const	ruction.)				—	—	(Not	in operati	on.)			—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	—	(Und	er const	ruction.)				—	—	(Not	in operati	on.)			—	100	....
Dec. 31, 1868	20.8	—	....	6..	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	—	—	(Le	ased to N	orthern C	entral.)		—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	122⅝
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	66¾
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	40
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	—	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	.....	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvaia.)	.....	.....	—	50	13
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	5c,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102½
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19¼	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	8.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9¾	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	160,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14
Dec. 31, '68	—		—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	162,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	68
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74⅝
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5⅜	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	50
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov.30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 900	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	...
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.:					
1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	76
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	82
Chicago and Alton, pref.....	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	87⅝
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Hannibal and St. Joseph, pref.....	5,258,836	...	...	115¾
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	19
" " 2d pref.....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81⅝
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	73
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	74½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	58½
Sandusky and Cincinnati, pref.....	445,506	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.....	2,888,997	6	6	34
Union, preferred.....	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	32½
Mariposa Mining, pref.....	$,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.33 — @ 37 —
Pig, American, No. 1.....33 — @ 34 —
Pig, American, No. 2.....31 — @ 32 —
Pig, American, Forge.....27 — @ 29 —
Bar, Refined, English and American..... — — @ 75 —
Bar, Swedes, assorted sizes.....(gold).85 — @100 —
—STORE PRICES.—
Bar, Swedes, ordinary sizes ..... — — @110 —
Bar, Refined..... 80 — @ 85 —
Bar, Common..... 75 — @ 80 —
Scroll..... 97 50 @130 —
Ovals and Half-round.....100 — @125 —
Band..... 95 — @ — —
Horse Shoe ..... 95 — @ — —
Rods, ½@3-16 inch..... 85 — @120 —
Hoop.....105 — @150 —
Nail Rod .....per lb. — 7 @ — 7½
Sheet, Russia, as to No.'s.....(gold) — 10¼@ — 11½
Sheet, Single D. and T. Common ..... — 5 @ — 6
Rails, English.....(gold).....per ton. 57 — @ 59 —
Rails, American, at Works in Penna..c'y. 70 — @ 71 —
Anvils, (Eagle).....per lb currency. — 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val.. (Store prices.)

English, Cast..(2d and 1st quality).per lb. — 15 @ — 18
English Spring (2d and 1st quality)..... — 7 @ — 10
English Blister (2d and 1st quality)..... — 10 @ — 17
English Machinery..... — 11½@ — 14
English German (2d and 1st quality)..... — 13 @ — 15
American Blister "Black Diamond"..... — — @ — 12
American, Cast, Tool, do. ..... — 17 @ — 18
American, Spring, do. ..... — 9 @ — 11
American Machinery do. ..... — — @ — 12
American German do. ..... — 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 10 0lb 4 37½@ 4 50
Clinch..... 6 —@ 6 25
Horse Shoe, Forged (No. 10 to 6).....per lb.— 23 @ — 28
Copper .....— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb. — 36¾@ — 37
Straits.....(gold). — 34¼@ — 35
English .....(gold). — — @ — 32½
Plates—Fair to good brands. —Gold.— —Currency.—
I. C. Charcoal....per box. 8 62½@ 9 87½ 10 25 @ 10 75
I. C. Coke..... 7 50 @ 8 — 9 25 @ 9 75
Coke Terne..... 6 — @ 6 75 7 25 @ 8 —
Charcoal Terne..... 7 62½@ 8 — 9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall. — 12½@ — 12¾
Crude, 40 @ 47 gravity (in shipping order) — — @ — 17
Refined, prime L. S. to W. (110 @115 test) — — @ — 26½
Refined, Standard White (in ship'g order). — 25¾@ — —
Refined, prime White (in shipping order). — — @ — —
Refined, S. W. (in jobbing lots)..... — 27 @ — —
Refined, S. W. (in tin) ..... — — @ — 30½
Naptha, Refined, (65 @ 73 gravity)..... — 10½@ — 10¾
Residuum.....per bbl. 4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.) .....10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.) .....12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.) .....12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.) .....15 — @10 50
20 by 28 to 24 by 30....(4 qlts.) .....18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.) .....19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.) .....21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.) .....22 — @16 50
28 by 46 to 30 by 48....(3 qlts.) .....23 — @17 —
30 by 50 to 32 by 52....(3 qlts.) .....24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.) .....26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.) .....30 — @22 —
36 by 60 to 40 by 60....(3 qlts.) .....36 — @28 —
(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Canton Co.....	....	....	....	....	....	....
Central Pacific 6s..... 89	....	89¾	90	90½	90½	
Central of N. Jersey...106¾	107	106½	106	....	105¾	
Chicago & Alton.....113	....	....	....	....	....	
" pref.... ...115	....	....	....	....	....	
" 1 M	....	....	....	....	102	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....150	....	....	....	....	153	
" 8s, 1883	....	....	....	....	....	
Chi. & Gt.Eastern 1st m.....	....	....	....	....	....	
Chic. & Northwestern . 83	83	82⅞	82½	82⅝	82½	
" pref..... 88½	88½	87⅞	87⅝	87⅝	87½	
" 1st M.....	....	....	93	....	....	
" S. F.....	....	....	....	....	....	
" Consol.	....	....	....	....	....	
Chic., Rock Isl. & Pac..114⅞	115⅞	116⅛	115½	115½	115¾	
Chicago & R. I. 7s, 1870.....	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896 97¾	97¾	97⅞	97⅞	....	....	
Clev., Col., C. and Ind..... 80	79½	....	....	....	82½	
Clev. and Pittsburg.....107⅝	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M..... 76½	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 17⅝	17¾	17⅞	17¾	....	17½	
" 1 M..... 82⅝	82⅝	82½	....	....	....	
" 2 M.....	....	....	....	....	....	
Cumberland Coal pref.....	....	....	....	....	....	
Del. & Hudson Canal...123	123	123	122¾	....	....	
Del. Lack. & Western.103⅝	104	105	104½	104½	104½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M. 7s..... 93	....	93	93	....	....	
Dubuque & Sioux City.....	....	....	....	....	....	
Erie Railway..... 23½	....	....	....	....	....	
" pref..... 48½	....	48	....	....	....	
" 1 M. 7s, 1897....	....	....	....	....	....	
" 2 M. 7s, 1879....	....	....	....	....	....	
" 3 M. 7s, 1883 86	....	....	....	....	....	
" 4 M. 7s, 1880.... 83½	....	....	....	....	....	
" 5 M. 7s, 1888....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph.112¾	....	....	113	....	....	
" pref.....	....	....	....	....	....	
Hudson River.....	....	....	....	....	....	
" 1 M. 7s, 1869....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875....	....	....	....	....	....	
Illinois Central 136½	....	135½	....	136	....	
" bonds	....	....	....	....	....	
Lake Shore & Mich.S'th. 93	93⅜	93½	92½	92⅝	94	
Lake Shore Div. bonds. 93½	93½	....	....	....	....	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 118¾	....	....	120	....	....	
" S.F.8s,1882.....	....	....	....	....	....	
" conv. 8s, '69.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	....	99½	99½	....	....	
" 2 M.....	....	....	....	....	....	
Mariposa Mining Co.....	....	....	....	....	....	
" pref..... 10	10½	10½	10½	....	10½	
" Tr. 10s ctfs.....	....	....	....	....	....	
Milw. and St. Paul..... 63¾	64½	63⅞	63½	63¾	64½	
" pref..... 81¼	81⅛	81⅛	81	80⅞	81½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	....	
" 7 3-10s con.....	....	....	92½	....	92	
Missouri 6s 90½	90½	90⅝	90½	90½	90½	
" H. & St. J. 1s.....	....	90½	....	....	....	
Morris and Essex 88⅞	89	....	89	89½	89½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	93½	....	....	
New York Central.....	....	....	....	....	....	
" 7s, S.F.1876.....	....	....	....	....	....	
" 7s, conv. '76.....	....	....	....	....	....	
" 6s, S.F. 1883....	....	....	91	....	....	
" 6s, S.F. 1887....	....	....	....	....	....	
N. Y. Cen. & Hud. Riv. 96⅝	93½x	93½	92	92½	92⅝	
" certificates. 92½	88½x	89	87½	87⅞	87⅞	
N. York and Harlem...133	133½	....	....	133	....	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873....	....	....	....	....	....	
N. Carolina 6s 51	....	50¾	....	....	51½	
" new 29½	29	29	....	....	29	
Ohio and Miss..... 34¾	....	33⅞	34½	....	33¾	
" pref.....	....	....	....	73	78	
" 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co.... 42½	43½	43½	42½	42½	43½	
Panama 83	81½	81	81	....	79½	
Phila. and Reading..... 97	97½	97	96½	....	96⅞	
Pitts., Ft. W. & Chi. gtd. 95½	95	....	94½	94¾	x93⅝	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	98	....	....	....	
" 3 M.....	95	....	....	....	....	
Quicksilver Mining Co.....	....	....	5½	....	5½	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	97	....	....	....	98	
" 2 M. pref.....	....	....	....	....	83	
" Income bds ...	76	....	....	....	77	
Tennessee 6s..... 62½	....	62½	....	60	60½	
" new..... 60½	....	60	60	60⅝	60½	
Tol., Wab. & Western.. 52½	52⅞	53½	52½	52⅝	52½	
" pref.....	....	....	....	....	....	
" 1 M. ex..... 92½	92	....	....	....	93	
" 2 M.....	....	....	....	....	....	
" Equipment.....	....	....	....	....	....	
Union Pacific 1st mort.. 81½	81	81	81	81½	82½	
Virginia 6s, ex-coupon.....	....	....	....	....	....	
" new 66¾	....	....	65	....		

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th.15.	F.16	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅛	106⅛	....	106⅞	107	
U. S. 5s, 10-40s, reg	106⅛	....	....	106¾	....	....
U. S. 6s, 1881, reg	....	....	113⅞	114	114	
U. S. 6s, 1881, coup	114	114	113¾	...	113¾	114
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	111⅝	111¼	111⅜	....	111¾	
U. S. 6s, 5-20s, c. 1862.	113	112⅞	112¾	112¾	112⅞	113
U. S. 6s, 5-20s, reg. '64	....	....	111¾	....	....	....
U. S. 6s, 5-20s, c. 1864.	111⅝	....	111¼	....	111¾	111⅞
U. S. 6s, 5-20s, reg. '65	....	....	111¼	111⅜	....	111¼
U. S. 6s, 5-20s, c. 1865.	112	112	112	112	112¼	112¼
U. S. 6s, 5-20s, r. n. '65	....	110¼	....	110¼	110⅜	110⅜
U. S. 6s, 5-20s, c. n. '65.	110⅜	110⅜	110⅜	110⅜	110⅜	110⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	110⅝	110⅜	110⅜	110⅜	110⅞	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110⅝	110⅜	110¾	110¾	110⅞	
U. S. 6s, Pac.R.R.issue	111¼	111¼	....	....	....	111⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
.. preferred	....	37¾	....	....	38	
Camden and Amboy	114¾	114¾	114¾	114¾	114¾	114¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875 98	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	93½	....
.. 6s, 1889	....	90½	....	....	....	....
.. mort. 6s, '89 93	....	95	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33¾	....	33⅞	33⅝	33¾	....
.. 6s, 1884	....	....	84½	....	....	....
.. Gold L.	89	....	90¼	89½	89⅜	....
.. R. R. L.	....	....	89½	....	....	....
Lehigh Valley R. R.	58¾	58¾	58¾	58¾	58¾	58¾
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	42½	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51½	....	....	....	....	51½
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	41¾	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	94¼	....	94¼	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	43¾	....
Pennsylvania R. R.	59¼	59¼	59⅛	59⅛	59⅜	59⅛
.. 1st M.	....	....	....	....	....	....
.. 2d M.	103¾	....	....	....	103½	....
Penn. State, 6s, 1st series	106	....	....	....	....	....
.. 6s, 2d series	107	....	107	....	....	....
.. 6s, 3d series	....	....	....	111	....	....
.. 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	101¾	101¾	101¾	....	102	....
.. new	101¼	101½	101½	101⅝	101⅜	
Philad., Germ. & Nor.	....	80	....	....	....	....
Phila. & Reading	48½	48½	48⅝	48½	48½	48½
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	94	....
.. 7s	88½	....	....	....	....	88½
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882 72	....	73½	....	....	73½	
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	9	....	....	
Hestonville, (Horse)	....	....	....	14	....	
Chestnut & Wal.	44	....	....	....	....	....
Green & Coates	....	39	....	....	....	....
2d and 3d streets	....	49	50	....	....	....
Spruce and Pine .. 24	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	....	95¼	....	....	....	....
.. 1886	....	94½	....	....	....	94½
.. 1890	....	93½	94	....	....	....
.. 1884	....	....	....	....	....	92½
Balt and Ohio	132	....	....	....	....	132
.. bonds, 1875	....	....	....	....	94½	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	96	96	....	....
Marietta & Cin. 1st M.	.. 91½	....	....	....	91½	....
.. 2d M.	 75	74¾	....	....	75	....
Northern Central	....	....	....	43½	43½	43½
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	95
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	....	....	....	148⅛	149	
Boston and Lowell	136	....	....	....	....	....
Boston and Maine	....	....	149	149	149	
Boston and Providence	....	....	146	....	145½	
Boston, Hartford & Erie 3	3½	4½	5	4¾	5	
.. 7s, new	24½	....	25½	29¾	28¾	30
Cheshire, pref.	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	134¾	....	....	....	....
Eastern	120	120	120½	....	120½	
Fitchburg	....	132½	132	....	132½	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119½	....	120	119½	....	120¼
Northern, N. H.	....	....	....	112	....	....
Ogdens. & Lake Champ	....	85¾	86	86	....	87
.. pref.	....	....	....	110	110	....
Old Colony & Newport	....	96¾	96¾	....	....	96¾
Ph., Wil. & Baltimore	.. 53½	....	53¼	53¾	53¾	53¾
Portl'd, Saco & Ports	....	....	112¼	....	....	....
Union Pacific	27½	....	....	25½	....	25
" 6s	80	80	....	79⅞	....	....
" Land Grant 7s	....	....	....	....	....	69½
" Income 10s	....	....	72¾	72¾	....	73
Vermont & Canada	....	106¾	106¾	....	....	106¾
Vermont & Mass.	....	....	61	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	102½
Metropolitan ..	....	....	....	....	....	68
Middlesex ..	....	....	....	76	....	74⅝
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	5½	5½	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 2.	Sept. 9.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	45 — 55
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	50 — 60	45 — 55
Do. Consol. 7 per cent. mort. 1890	22 — 23	23½ — 24½
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —103	100 —103
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	107 —108	108 —108
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	97 —102	97 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	88 — 90	88 — 91
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881.	91 — 94	92 — 94
Do. with option to be paid in Phila.	91 — 94	92 — 94

American Railroad Journal.

Saturday, September 24, 1870.

Stock Exchange and Money Market.

The Money market has quoted easier for responsible borrowers, who have been enabled to provide for their urgent wants without difficulty, at 4@6 per cent. on call, and 7@9 per cent. per annum in the discount form. The speculative inquiry for aid has not been active. The mercantile demand has been good, and has been met with promptness, in all unexceptionable cases, at the going rates. The fall trade opens with unusual promise of a healthy and profitable movement through the season, and lenders evince more confidence in commercial credits. The city banks, in their last weekly return, showed a gain of nearly a million legal tender notes, with, however, a reduction of about 3⅜ millions in the deposit averages, and nearly 2¼ millions in their specie reserve. They diminished their loan and discount averages about 3⅜ millions, or equal to the falling off in their deposit line. Their legal tender average is now a little over 49 millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now about 193½ millions, as against nearly 234½ millions on the 16th of July. Their specie average is about 16½ millions against 41⅛ millions July 16th. The U. S. Sub Treasury lost $1,139,858 of its currency balance; and $2,185,089 of its coin reserve during the week.

The specie reserve of the city banks according to the latest return is $16,517,151, against $14,538,109 same time last year. The city bank deposits are now $193,479,916, against $188,390,130 week ending Sept. 18, 1869. The legal tender reserve amounts to $49,062,532, against $51,259,197 same time last year. The circulation now stands at $32,750,726, against $33,972,759 same time last year. The loans are now $268,408,700, against $266,496,024 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $69,961,551 a day, against a daily average of $75,321,678 the preceding week. The current weeks' exchanges average about 81 millions a day. The city banks, last week, reported a loss of $2,201,158 of specie, and of $3,372,514 of deposits, with a gain of $990,347 legal tender notes. They reduced their loans, $3,388,031; and their circulation, $146,442.

The city bank exchanges on Wednesday were about 62 millions.

The coin reserves of the Treasury Department on Monday were $99,281,083, including $21,317,000 on deposit on private account; currency balances, $34,274,829.

National Bank notes to the amount of $365,350 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $328,937,274, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $29,399,045 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,538,229. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,919,850; and for the public deposits, $16,341,500—making a total of $358,261,850. The Treasury Department last week redeemed and destroyed $664,300 of worn and mutilated fractional currency, and issued $262,293 of new.

The U. S. Sub-Treasury receipts, week ending with Sept. 17, were $3,996,108 in coin, (including $3,998,000 from customs duties,) and $4,987,351 in currency; payments, $6,181,197 in coin, (including $379,421 of coin interest,) and $6,127,210 in currency; balance at the close of the week, included $60,647,663, of coin, against $62,832,753 the preceding Saturday, and $9,053,087 of currency, against $10,192,946 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $553,300 in coin, (including $541,000 from customs,) and $428,082 in currency; payments $128,376 of coin (including $76,445 of coin interest), and $560,509, of currency. On Tuesday, receipts, $683,977 in coin (including $662,261 from customs), and $316,664 in currency; payments, $32,287 in coin (including $27,721 of coin interest) and $316,508 of currency. The balance at the close of business on

Tuesday included $8,920,817 of currency, and $61,723,977 of coin, against a balance a week previous of $11,029,933 currency, and $63,927,617 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were $53,001,692, including $15,645,267 from customs; aggregate payments, $55,169,424, including $2,221,753 of coin interest, and $129,213.

The U. S. Sub-Treasurer issued in August $872,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,940,456 of coin certificates, received for customs.

Government revenues have been yielding satisfactorily since our last. The excises, during the week yielded about four millions; customs at the port of New York, $3,234,456, and at the outports about $1,100,000 (in coin) more, making the grand total income for the week equal to about $8,984,628 in currency. The income of the Government, from excises, since July 1, 1870, has been about 48½ millions.

The Gold market has shown but little animation, since our last. The speculative inquiry has been devoid of spirit. The customs call has been fair. The export drain has fallen below a weekly average of a million dollars. The range of the price has been from 113⅝@114½, and the closing quotation on Wednesday was 113⅞, against 114¼ the preceding Wednesday. The war news from Europe has not been of an important character, and has not had much influence on the market. The export drain of Gold last week was considerably under a million, against 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at 113.65@113.81. The aggregate of the bids was $3,690,000. The shipments thus far this year have been about 48 millions, against 25¼ millions same time in 1869; 65⅜ millions same time in 1868; 41⅜ millions same time in 1867; over 53½ millions same time in 1866; and over 21 millions same time in 1865. On Wednesday of the current week, the specie exports were $430,668. The exchanges at the Gold Exchange Bank, which were over 53½ millions on Thursday of last week, run down to 19½ millions on Saturday, and were up to only 28¼ millions on Monday of this week, and were 35⅛ millions on Tuesday. On Wednesday they were 24⅜ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $62,063,281.

The customs demand for Gold last week, averaged $666,334 a day; thus far, this week, it has averaged $601,631 a day, or equal to a weekly aggregate of $3,609,786. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $148,779; and since Jan. 1, 1870, $7,900,432, against $9,884,124 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $101,643,583 against $97,854,901, same time in 1869.

The exports of specie, from this port, last week, were $810,465 against $313,119 same week last year; and since Jan. 1870, $47,419,404, against $25,274,067 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $379,421; and since Jan. 1, 1870, $66,183,427 against $68,410,770 same time in 1869.

The customs revenue of the port on Wednesday was $717,000; and the coin interest disbursements were $38,000.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 12th, was $6,104,000, against $5,973,000 same time last year.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Sept. 12, were $24,403,000, against $27,101,000 same time last year.

Under its official programme for September, Government will sell Gold during the month as follows: Wednesday, September 28, $1,000,000. And purchase Five-Twenties, as follows: Thursday, September 29, $1,000,000.

Foreign Exchange has been in pretty fair supply and demand at about steady rates, as a rule. Bankers' sixty day bills on London closed on Wednesday at 109½@109⅞; sight bills on London, 110¼@110⅝. The offerings of produce bills have been rather less extensive. The week's exports of domestic produce have been to the currency value of $3,137,927, and since January 1, 1870, $130,362,363, against $137,873,202 same time in 1869.

There has been a moderate business transacted in Government securities, through the week. The offerings of bonds have been rather limited and prices have been very well supported. On Thursday of last week, Government again increased its acceptances of Five Twenties a million, over the amount specified in the advertisement, inviting offers. Its proposal for Thursday of this week was to purchase a million, with the usual reservation, but it was expected that it would accept a larger amount. The main inquiry for investment purposes has been for the later issues of the Five Twenties, which show a fractional advance in prices, closing buoyantly.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114@114¼; U. S. Five Twenties of 1862, 112⅞@113⅛; U. S. Five-twenties of 1864 at 111⅞@112; U. S. Five Twenties of 1865 at 112⅛@112¼; U.S. Five-twenties of 1865 consolidated, 110¾@110⅞; U.S. Five Twenties of 1867, 110¾@110⅞; U. S. Five-twenties of 1868, 110⅞@111; U. S. Ten-forties at 107@107⅛; U. S. Six per cent. currency bonds, 111¼@111½.

State bonds have been in quite moderate dedemand, but without very important changes in price.

Railway bonds have been in more general request, chiefly for investment at buoyant prices, including Central Pacific Sixes, which closed on Wednesday buoyantly at 90½@90⅝, showing a further advance of near two per cent. in the price within the week, influenced in part by the reports of the liberal earnings of the road. The Union Pacific Sixes closed on Wednesday at 82¼@82½. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been salable and steady at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active, but irregular as to price, the later dealings showing rather more firmness and buoyancy.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 7.	Sept. 14.	Sept. 21.
Consols	91⅞	92⅛	92⅜
U. S. 5-20's of 1862	88¾	90	90½
U. S. 5-20s, 1865	88¼	89¼	89½
" 1867	87¼	88¼	88½
" 10-40s	84	85	85½
Erie	18¼	18	18
Ill. Central	112	112½	113
At. and Gt. West	23½	23½	23½

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 94⅛.

General business has been moderately active in the line of domestic produce, but at, in most instances, easier prices. The free arrivals of cotton have been against steadiness in the current values of this staple. Flour, Wheat and Pork closed weaker in price. Corn, Oats and Petroleum, stronger. Middling upland cotton closed heavily on Wednesday at 18¼ cts. per lb. The stock of cotton now here is given at about 12,500 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 35,149 bales, against 40,944 bales same time in 1869-'70; exports same time 14,821 bales, against 3,926 bales same time in 1869-'70; stock on hand at latest dates, 55,889, bales, against 28,705 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,309 pkgs., against 16,706 pkgs., same time in 1869. From Boston, 4,864 pkgs. in 1870, against 6,189 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in fair demand and steady; we quote the range at from 8@17c. per lb.; week's receipts, 8,084. Milch cows continue very quiet at $40@$100 each, receipts, 64. Veal calves have been in moderate demand at from 5@13c. per lb.; receipts, 3,245. Sheep have been in less request at from 3@6½c.; lambs at 6½@8½c. per lb.; receipts, 35,140. Hogs have been quiet at 9¾@10⅛c. per lb., all live weight; receipts, 15,468.

There has been more inquiry for foreign goods, and prices of seasonable stocks have been well supported. The dry goods entries at this port, last week, were $3,220,418 making with the general merchandise imports, a total of $6,353,999.

Freights have been less active, but shipowners have been firm in their views, with a light offering of room reported. For Liverpool we quote flour at 1s. 9d. by sail, and 2s.@2s. 3d. by steamer per bbl.; grain at 6½@7d. by sail, and 8½@8¾d. by steamer per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d.@⅜d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 482.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending September 20, and since the beginning of the year:

	1869.	1870.
For the week	$3,752,261	$3,137,927
Previously reported	134,120,941	127,224,436
Since Jan. 1	$137,873,202	$120,362,363

The imports for the week ending Sept. 17, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$3,519,829	$3,220,418
Gen. merchandise	4,168,733	3,133,581
Total for the week	$6,688,562	$6,353,999
Previously reported	219,806,932	211,465,482
Since January 1	$226,495,494	$217,819,481

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Central of New Jersey new bonds, 101; Chicago and Northwestern Interest bonds, 92; Ohio and Miss. consol. bonds, 87; New York and New Haven R. R., 150; do. 6s, 99; Hannibal and St. Joseph 8s, con., 105; Morris and Essex const. bonds, 88; St. Louis and Iron Mt. R. R., 1st mort., 86; Pacific 7s, guar. by Mo., 96; Jefferson R. R. 1st mort., 91; Cleveland, Painesville and Ashtabula 7s, 93; New Jersey R. R., 115; Great Western (Ills.) 1st mort. 10s, 1868, 105; St. Louis, Jacksonville and Chicago 1st mort., 93¼; North Carolina 6s, special tax, 23⅞; do. Fund Act, 1868, 34; California 7s, 112½; Louisiana 6s, 71; do., new, 65; Michigan 6s, 1873, 100: New York State 7s, Bounty Loan, reg., 107¾; Georgia 7s, 92; Ohio 6s, 1881, 102½; Alabama 8s, 101; Jersey City W. L., 92; Brooklyn 6s, W. L., 93; Am. Dock and Imp. 7s, 95; Western Union Telegraph, 34⅝; Quicksilver Mining pref., 8; Adams Exp. Co., 65¼; Am. Mer. Union Exp., 41¾; U. S. Exp., 36¼; Wells Fargo Exp., 42¼; Central gold, 0.19; Grass Valley gold, 0.29.

Philadelphia.—West Jersey R. R. 7s, 97½; Oil Creek and Allegheny River R. R., 45⅝; do., bonds, 80¼; Phila. and Reading 6s, 1843-'80, 97½; West Pennsylvania R. R. 6s, 81½; Belvidere Delaware 2d mort., 86; Sunbury and Erie 7s, 104; Warren and Franklin 1st mort., 84; Pennsylvania and New York Canal 7s, 92; Connecting R. R. bonds, 83; Ponnsylvania R. R. Gen'l Mort. bonds coupon, 95⅞; McClintock oil, ¾; Union Canal, ⅝; Delaware Division Canal, 46. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101⅝@101¾; State 5s, coupon, 105@—; do., 6s, W. L., 105@106; do., 1st series, 103@104½; do., 2d series, 106@107; do., 3d series, 111@111¼; Reading, 48½@48⅝; do., 7s, 1893, 104@104¾; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 114½@114¾; do., mort. 6s, 1889, 95@95¾; do., 1883, 92@94; do., 1889, 91@92; Penn. R. R., 59¼@59⅜; do. 1st mort., 101½@102; do., 2d mort., 103@104; Little Schuylkill R. R., 41@42; Morris Canal, 25@30; do., pref., 66@67; do., 6s, 82@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7½@8½; do., pref., 16¾@17; do. 6s, 1882, 73@74; Elmira and Williamsport pref., 40@41; do., 7s, 1873, 90@92; do., 5s, 60@61; Lehigh Coal and Navigation, 33⅜@33½; do., 6s, 1884, 84½@84½; do., R.R. Loan, 89½@89¾; do., Gold Loan, 89¼@89½; North Pennsylvania, 41½@42; do., 6s, 96@96¼; do., 7s, 94@94½; do., Chattle 10s, 113@115; Philadelphia and Erie, 26⅝@27; do., 6s, 93½@94; Minehill, 51½@52; Catawissa, 10¼@15; do. pref., 38@38¼; Lehigh Valley, 58⅝@58¾; do. 6s, 96⅛@—; do., 6s, reg., 98@100; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 49@50; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 23@24; Green and Coates, 39@40; Chestnut and Walnut, 43½@45; Hestonville, 14@14¼; Union, 43@50.

Boston.—Jackson, Lansing and Saginaw R. R. 8s, 1885, 95¾; Michigan Central Air-Line R. R. 8s, 1890, 106¼; Fort Wayne, Jackson and Saginaw R. R. 8s, 90¼; Leavenworth, Lawrence and Galveston R. R. 10s, 98; Eastern R. R. 6s, 1874, 99; Vermont Central and Vermont and Canada 8s, 1875, 102¾; do. 1889, 103; Vermont Central 1st mort., 84½; do. 2d mort., 38; Western R. R. 6s, 1875, 101¼; Stanstead, Shefford and Chambly 7s, 82¾; Missouri River, Fort Scott and Gulf 10s, 101¾; Old Colony and Newport 7s, 102¼; Phila., Wil. and Balt. 6s, 1887, 95; Mansfield and Framingham 7s, 94¾; Burlington and Missouri R.R. 8s, Nebraska, 98; Rutland R. R., 27½; do. pref., 74½; Cincinnati, Sandusky and Cleveland R. R., 21; do., 7s, 1890, 78; Berkshire R. R., 75; Norwich and Worcester R.R., 103¼; Summit Branch, 38; Connecticut and Passumpsic Rivers pref., 85¼; Indianapolis and Cincinnati R. R., 16; Boston Water Power Co., 15; Essex Co., 135; Cary Imp., 8⅛; Massachusetts 6s, 1876, gold, 109¼; do., 1872, 109¾; Maine 6s, 1873, 100½, New Hampshire 6s, 1872, 99¾; do. 1871, 100; Boston 6s, 1880, currency, 100¼; do., 1874, 99⅛; do. 5s, 1883, gold, 97½; do. 1878, 98⅜; Chicago 7s, W. L., 98½; Portland 6s, 1877, 94¾; Bangor 6s, 1874, 94½; Cook Co., Ills., 7s, 1880@1885, 98; Hancock Mining Co., 1¼; Hecla, 80.

Baltimore.—Orange, Alexandria and Manassas bonds, 76½; Orange and Alexandria 2d mort., 76½; Pittsburg and Connellsville bonds, 91¼; Virginia 6s, old, reg., 53⅝; do. 1866, 65; do. 1867, 60. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91⅛@91½; Baltimore and Ohio, 132@132½; do., 6s, 1875, 94@94¾; do., 1880, 94@95; do., 1885, 95½@96; Northern Central, 43¼@43¼; do., 6s, 1885, 92@94; do. 1900, 90@90⅛; do. 6s, 1900, gold, 93@94; Parkersburg Branch, 8@9; N. W. Va. 1st mort., 94@95; do. 2d mort., 94@95; do. 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 90¾@91; do., 2d mort., 74¾@75; Central Ohio, 24@26½; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@76; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 65@66; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77¾@78½; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 75½@80; do, 3d mort., 8s, 85@—; do., 4th mort., 8s, 75@75½; Orange, Alexandria and Manassas 7s, 76½@76¾; Virginia and Tennessee 8s, 82@82¼; do., 6s, 1st mort., 80@83; do., 6s, 2d mort., 73@74; Baltimore 6s, 1875, 95@95¾; do., 1884, 92½@92¾; do., 1886, 94@94½; do., 1890, 93½@93¾; do., 1893, —@94; do. 5s, 1838-'70, 75@80; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 103@103¼; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

☞ The Railway Commissioners advertise for tenders for the three remaining sections of the Intercolonial line, all in the province of New Brunswick. No. 21 is 25 miles in length; No. 22, 25 miles; and No. 23, about 22 miles. The contract of section No. 10 has been annulled, and tenders for that section are also asked. It is situated in New Brnnswick and is 20 miles in length. Tenders to be received at Ottawa until the 5th of October.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND FINANCIAL AGENTS
OF THE CENTRAL PACIFIC RAILROAD,
AND ALL ITS BRANCHES.
No. 5 NASSAU ST.,
NEW YORK, Sept. 17, 1870.

☞ THE EARNINGS OF THE MAIN LINE of the CENTRAL PACIFIC RAILROAD since Jan. 1, are as follows:

January	$413,104 41
February	394,176 47
March	488,332 91
April	633,758 06
May	768,719 77
June	729,274 46
July	784,099 64
August	806,040 00

The total amount of its First Mortgage Bonds is $28,620,000, upon which the annual interest payments are $1,717,200; its gross receipts for the current fiscal year will be over $8,000,000, of which one-half will be profits. The cash value of its property is OVER ONE HUNDRED MILLIONS; its princely earnings, in its first year—its economical and careful management—its entire freedom from floating debt—its sinking fund out of its surplus earnings, which will be invested in its own bonds—the fact that it is a finished road and fully equipped, all combine to make its bonds fully equal in intrinsic value to the bonds of the Government itself. We do not hesitate to recommend our friends to change their Five-twenties and other governments for these bonds, and thus secure the difference of 20 to 22 per cent., thereby increasing their income from four and a half to SEVEN PER CENT., and we firmly believe the time is not far distant when these bonds will be scarce at par and above.

The bonds are dealt in at the Stock Exchange, the same as Government bonds; the market price, to-day, is 89¾ to 90; they are all of $1,000, interest at six per cent., January and July, principal and interest both payable in United States gold coin, dollar for dollar, in the City of New York.

FISK & HATCH.

We receive deposits and allow interest thereon, make collections, and do a general Banking business.

☞ The coupons due October 1st on ARKANSAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES,
Financial Agent, State of Arkansas.

☞ Mr. P. Collins, Agent for the Pennsylvania Central Improvement Company, advertises in the Warren *Sentinel* for 2,000 laborers to work on the Front Royal and Luray section of the Shenandoah Valley Railroad. By the time this section is completed, it is expected that the Martinsburg and Potomac Railroad will be in running order to Front Royal.

☞ Work has been commenced on the Columbia (Pa.) and Port Deposit (Md.) Railroad. The road is being built by Messrs. Wolfe and Upp for the Pennsylvania Railroad Company, there being no sub-letting.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—INJURY TO PASSENGERS GETTING ON TRAIN.

The facts of the late case of The Detroit and Milwaukee R. R. Co. vs. Curtis and wife, (23 Wis., 152,) are as follows: The action below was by Curtis and wife against the railroad company, for injuries to the person of Mrs. Curtis from her being thrown from the platform of a car on one of the company's trains, in consequence of the sudden starting of the train while she was getting upon it.

Verdict for plaintiffs below; motion for a new trial denied; and judgment upon the verdict, which the railroad company seeks here to reverse.

The following is the able opinion of the court delivered by

PAINE, J.—I cannot assent to the position of the counsel for the plaintiffs in error, that there was such an absence of evidence of any negligence on the part of the company, and such clear proof of negligence on the part of the plaintiff below contributing to the injury that the court should have taken the case from the jury. If it had appeared that the train was brought to a stand in the usual manner, and that the plaintiff who was injured, had, of her own motion and without any instigation from the agents and servants of the company, attempted to go on board before the cars had fairly stopped, and during the jerking motions that usually result, as the proof shows, in stopping a long train, and had been injured by reason of such attempt, there would be much more ground for sustaining this position. But here there is evidence tending to show that the train came to a full stop, and that the passengers were told to go on board by the persons in charge the train. There is certainly proof tending to show that the train had come to a full stop after the jerking motions, resulting from checking its speed, had ceased. Not only the direct statements of the witnesses, but the fact that all the passengers at the station were getting on board at the same time the plaintiff did, tends to show this: for though there is occasionally an individual who will take the risk of getting on board before the cars stop, yet passengers generally do not. But even if it had not come to a full stop, and the stop during which the plaintiffs attempted to go on board, was one of those which resulted merely from checking the speed of the train, as the counsel urges, yet when the passengers were told by those managing the train to go on board, they had a right to assume that the train was ready for their reception, and cannot be charged with negligence in following that direction, the train, where they attempted to enter, being actually still at the time. If the train was not ready for their reception, it was a clear act of negligence in the servants of the company to tell them to go on board, as the proof shows was done in this case. And it makes no difference that they were told to go to the hind car, and that the plaintiffs, instead of doing so, attempted to enter the third car from the rear. The conclusion which they had a right to draw from being told to go on board in any car was, that the train was ready to receive them. And the direction to go to the hind car could only have been reasonably understood as informing them where they could most conveniently find seats. There was no occasion for them to infer that they were guilty of any negligence or exposing themselves to any danger if they entered another car. And if the plaintiff was guilty of no other negligence than that, and was injured by starting the cars suddenly and without notice, whileso entering she ought to recover. The question of negligence is one of fact for the jury and will be submitted to them, except in those cases where the proof is so clear and decisive in its character as to warrant the court in saying, as a matter of law, that there is nothing to submit. And that certainly, was not the case here.

But there is one proposition, in the instructions given by the court, which I think cannot be sustained. It is found in the remarks immediately succeeding the further instruction asked by the plaintiffs, partly as an addition to that instruction, and partly in further enlarging upon the same idea. Without quoting them literally, it is enough to say that they told the jury that if they believed from the evidence that if the company had had an agent, wearing its badge, whose special duty it was to warn passengers not to go on board till the cars stopped, and to inform them in what cars to enter, and to tell them that there was room for all, etc., and that such an agent would have prevented the injury, and that there was no such agent there, then the defendant was guilty of negligence, and liable in the action. I know of no law requiring this of railroad companies. And while they are justly held to a strict responsibility, and required to exercise the highest degree of care and diligence to provide for the safety of their passengers, yet I think no such application of this rule as that contained in this proposition of the court below, has ever been made, and that it would be unreasonable to make it. The extreme vigilance and care required of them relate usually to the proper construction and management of their cars and road. But the instruction of the court below would hold the company liable, although there was no negligence whatever in the management of its train, because it did not have a special agent to warn the plaintiff not to go on board till the cars had stopped, and to give her general information about getting on board. This it was not bound to do. On the contrary it had a right to assume that the plaintiff, and all other persons traveling, possessed that ordinary intelligence and prudence necessary to enable them to take care of themselves, in view of the ordinary incidents of traveling upon railroads that are constructed with proper care and skill. Getting on and off the cars are among these incidents. To attempt to get on or off while the cars are in motion is an act of negligence. And to say that a railroad company is liable for not having a special agent to prevent passengers from injuring themselves by such acts is to say that without any other negligence on its part, it is to be held liable for not having an agent to prevent passengers injuring themselves by their own want of ordinary care and prudence. There is no reason or authority for such a proposition. Nor can I see any support for it in the section of the statute of Michigan which was proved at the trial, and which, it is suggested "contemplates" the appointment of such an agent. I cannot see that it in any way contemplates or implies the existence of an agent for such a purpose. It seems to be nothing more than a provision requiring such agents as the company does have, to wear a badge indicating their respective offices.

As the evidence was conflicting, and it is impossible to say what effect the jury may have given to this instruction, the judgment must be reversed, and the cause sent back for a new trial.

Judgment reversed.

Chicago and Northwestern Railway.

The following is a statement in detail, of the business of the different divisions of this road for the year ending May 31, 1870:

	Wisconsin Division, 314.6 miles.	Galena Division, 261 miles.	Iowa Division, 354 miles.	Madison Division, 67.6 miles.	Peninsula Division, 73.8 miles.	Milwaukee Division, 85 miles.
Passengers	$839,520 41	$1,020,340 09	$1,162,330 25	$73,426 69	$26,946 35	$569,231 31
Commutation	10,976 85	43,529 20	.....	.....	.....	56,456 65
Iron Ore	.....	.....	.....	.....	639,268 27	.....
Freight	1,850,357 75	2,792,846 86	1,728,209 08	134,721 38	50,449 34	406,797 22
Through freight between Chicago and Omaha	.....	146,762 46	392,872 47	.....	.....	.....
Milk	17,620 79	32,691 48	.....	.....	.....	.....
Express freight	51,359 46	93,804 67	63,708 22	4,110 06	1,565 00	42,130 43
Mail	39,912 91	44,375 04	70,719 94	4,877 40	4,721 11	8,700 00
Miscellaneous	36,897 13	64,053 28	5,746 94	579 40	356 00	11,016 32
Total	$2,846,585 30	$4,238,403 08	$3,419,086 90	$217,714 93	$723,306 07	$1,090,331 93
Earnings per mile of road	$9,048 27	$16,239 09	$9,658 44	$3,220 64	$9,800 90	$12,827 43
Per cent. of expenses	72.74	53.36	74.19	72.37	57.34	52.47
Number of passengers	524,526	748,016	338,979	67,588	10,730	721,777
Passengers carried one mile	24,979,683	32,235,375	33,551,978	2,060,398	661,635	21,968,390
Tons of freight	602,961	855,465	471,939	88,242	416,180	206,735
Tons carried one mile	60,800,349	82,206,626	77,754,546	3,860,563	26,764,581	13,360,625

Foreign Trade of the United States.

Mr. Young, chief of the Bureau of Statistics, furnishes the following detailed abstract of our foreign trade for the fiscal year ended June 30, 1870, compared with the same period of 1869, as shown on Monthly Report No. 12 now in press:

	1869.	1870.
Imports	$437,314,255	$462,356,163
Domestic exports (specie value)	325,925,643	420,518,951
Foreign exports	25,173,414	30,427,104

Of the total imports for 1870, $415,847,213 was dutiable, and $46,508,950 free of duty; $268,481,274 entered for consumption, and $193,874,889 entered for warehouse. The value of the commodities remaining in the warehouses of the United States June 30, 1870, was $56,891,473, against $62,457,436 June 30, 1869.

The proportion of the imports, domestic and foreign exports shipped in foreign and American vessels respectively, during the fiscal year ended June 30, 1870, was as follows:

Vessels:	Imports.	Domestic (exports (mixed values).	Foreign exports.
American	$153,217,996	$186,139,532	$13,492,241
Foreign...	309,138,167	312,934,450	16,934,868

Fiscal year ended June 30, 1869:

Vessels:	Imports.	Domestic (exports (mixed values).	Foreign exports.
American	$136,802,024	$137,832,820	$15,321,704
Foreign...	300,512,231	276,128,070	9,851,701

It will be noticed that foreign vessels carried (nearly) 69 per cent. of the imports in 1869 and 67 per cent. in 1870; of the total exports 65 per cent. in 1869, and 62 per cent. in 1870; and of the whole, 67 per cent. in 1869, and 64½ per cent. in 1870.

The values of the principal commodities imported during the fiscal years ended June 30, 1870, and 1869, were as follows:

FREE OF DUTY.

	1870.	1869.
Dyewoods in sticks	$1,337,093	$1,092,529
Gold and silver coin and bullion	26,368,079	19,807,876
Guano	1,415,519	204,348
Household and personal effects, &c.	1,127,685	983,110
Indigo	1,203,664	1,649,550
Madder	1,118,113	3,553,298
Rags for the manufacture of paper	3,138,984	2,800,619
Silk—raw or as reeled from the cocoon	3,017,958	3,318,496

DUTIABLE.

	1870.	1869.
Animals, living	$6,419,517	$3,592,551
Barley	4,759,393	5,742,619
Rice	1,007,612	1,325,234
Wheat	878,833	1,718,406
Books	1,769,180	1,607,201
Buttons	1,357,683	1,649,831
Clothing, except when of silk	2,573,313	1,449,448
Coal, bituminous	1,110,882	1,216,247
Coffee	24,233,766	24,531,743
Cotton, & manufactures of	23,380,053	20,562,874
Chemicals, drugs and dyes	6,717,941	7,239,038
Fancy goods	4,308,771	4,372,607
Fish	2,316,755	1,973,170
Flax, & manufacturers of	16,859,124	17,222,298
Fruit	7,387,737	7,954,278
Furs and skins	2,264,965	3,094,115
Glass, & manufactures of	4,157,612	3,895,739
Gums	1,288,494	1,240,195
Hemp, & manufactures of	4,443,393	3,239,950
Hides and skins, other than furs	14,402,339	12,483,525
India rubber and gutta percha	4,195,701	3,470,308
Iron, and manufactures of	32,665,327	29,446,336
Jute, &c., and manufactures of	3,155,277	2,751,764
Lead, and manufactures of	3,674,988	3,531,944
Leather and leather goods	3,674,988	3,531,944
Oils	2,872 910	2,221,245
Opium	1,776,908	1,086,572
Paints and painter's color	1,078,556	1,270,482
Paper, & manufactures of	1,099,783	1,001,777
Precious stones	1,797,235	2,041,933
Provisions, exclusive of fish, &c	4,648,596	1,992,213
Salt	1,443,938	1,268,891
Silk, and manufactures of	23,904,048	22,333,600
Soda and salts of	3,905,238	4,193,387
Spices	1,513,118	1,533,588
Sugar and molasses	69,827,561	72,430,693
Tea	13 871,546	13,687,750
Tin, and manufactures of	9,651,088	10,354,569
Tobacco, and manufactures of	4,218,109	3,366,398
Watches, &c	3,021,875	2,449,059
Wines, spirits and cordials	7,587,070	6,272,491
Wood, & manufactures of	9,680,955	8,252,529
Wool, and manufactures of	41,233,983	40,229,386
Zinc, spelter, &c	1,003,442	1,197,683

The values of the principal domestic commodities exported were as follows:

	1870.	1869.
Agricultural implements	$1,068,092	$1,037,530
Animals, living	1,045,039	917,046
Indian corn	1,287,575	6,820,719
Indian cornmeal	934,936	1,658,273
Wheat	47,213,945	24,383,259
Wheat flour	21,126,877	18,813,865
Coal, bituminous & other	1,306,358	1,553,115
Copper, & manufactures of	1,042,246	592,698
Cotton, & manufactur's of	230,807,931	168,507,274
Drugs, chemicals & medicines	1,356,773	1,886,889
Dye stuffs	1,002,634	.....
Furs and fur skins	1,941,139	2,039,563
Gold and silver, and manufactures of	43,941,965	43,000,758
Hops	2,515,734	1,627,248
Iron, and manufactures of	5,386,838	3,299,639
Steel, and manufactures of	5,121,032	5,523,728
Naval stores	1,920,085	2,216,180
Petroleum, crude	2,091,759	2,806,538
Pretroleum, refined	20,832,777	27,291,531
Spermaceti oil	794,432	1,361,388
Ordnance stores	1,228,536	163,008
Bacon and hams	6,123,043	7,482,060
Beef	1,939,758	243,357
Cheese	7,688,474	6,437,886
Lard	5,933,397	7,443,948
Pork	3,523,137	3,422,928
Sewing machines, and parts of	2,233,326	2,051,581
Spirits of turpentine	1,357,302	1,444,332
Tallow	8,814,861	2,362,330
Tobacco, leaf	21,100 230	20,552,943
Tobacco, cigars, snuff, &c.	1,605,971	2,794,776
Wood, & manufactures of	13,734,838	15,126,459

The values of the principal commodities re-exported were:

	1870.	1869.
Gold and silver coin and bullion	$14,271,864	$14,222,414
Breadstuffs	1,259,128	1,124,420
Coffee	410,836	1,020,231
Oils	1,459,892	302,782
Provisions and tallow	1,394,907	51,793
Sugar and molasses	1,238,137	1,397,039

The values of the principal commodities remaining in the warehouse were as follows:

	1870.	1869.
Coffee	$4,643,886	$6,737,068
Cotton, & manufactures of	1,563,294	1,507,239
Flax, and manufactures of	1,495,766	1,631,059
Fruit	1,224,537	1,403,146
Hemp, & manufactures of	1,332 363	567,458
Iron, and manufactures of	2,672,835	2,175,977
Sugar and molasses	22,004,785	27,773,482
Tea	5,378,095	4,435,843
Wines, spirits and cordials	1,912,935	1,571,804
Wool, & manufactures of.	3,309,816	4,069,768

The number and tonnage of American and foreign vessels engaged in the foreign trade which entered into and cleared from the United States during the fiscal years 1869 and 1870, were as follows:

TWELVE MONTHS ENDING JUNE 30, 1869.

	Entered.		Cleared.	
Vessels:	Number.	Tons.	Number.	Tons.
American..	9,928	3,402,668	9,659	3,381,363
Foreign ...	18,804	5,347,694	18,637	5,372,570
Total....	28,732	8,750,362	28,276	8,753,933

TWELVE MONTHS ENDING JUNE 30, 1870.

	Entered.		Cleared.	
Vessels:	Number.	Tons.	Number.	Tons.
American..	10,785	3,482,294	10,566	3,503,347
Foreign ...	19,536	5,679,614	19,526	5,672,632
Total....	30,321	9,161,908	30,092	9,175,979

The report contains a statement showing the collections of internal revenue during the fiscal years 1860 and 1870, from which it appears that the total collections in 1869 amounted to $159,124,126, and in 1870 to $184,303,127.

EMIGRATION.

The same report contains the following synoptical table, which exhibits the total number of emigrants arrived in the United States during the fiscal year ending June 30, 1870, and their nationalities:

From—	Males.	Females.	Total.
Great Britain	63,369	40,316	103,685
Ireland	31,414	25,582	56,996
German States	73,027	49,621	122,648
Sweden and Norway	16,309	10,350	26,659
Denmark	2,519	1,564	4,083
Holland	663	403	1,066
Belgium	718	284	1,002
Switzerland	2,012	1,073	3,085
France	2,689	1,316	4,005
Spain and Portugal	655	256	911
Italy	2,132	759	2,891
Russia and Poland	690	440	1,130
Other counties of Europe	28	2	30
China	14,624	1,116	15,740
Africa	26	5	31
British North American possessions	22,720	17,683	40,403
Mexico	352	101	453
South America	59	10	69
Cuba	816	357	1,173
West Indies	315	98	413
Azores	275	167	442
All other countries not stated	139	43	182
Total	235 551	151,546	387,097

☞ The Philadelphia *Ledger* says that both branches of City Councils have passed an ordinance to pay the interest and principal of all City loans created before the 25th day of February, 1862, and which matured on the 1st day of July last, in coin or its equivalent, and that they directed the Committee on Finance to report to the next meeting of Councils an ordinance making the necessary appropriation therefor.

☞ The first trains on the Boonton Cut off of the Delaware, Lackawanna and Western Railroad commenced running on the 12th inst. For a few months only coal trains will pass over; but as soon as the stations are put in order, passenger trains will be put on. The only station now in readiness is Brandes, near Rutherford Park. The stations will be built at Denville, Boonton, Whitehall, Beavertown, Mead's Basin, Paterson, Clifton, Brandes, Sidney, Bergen and Hoboken.

☞ The Delaware and Raritan Canal and Camden and Amboy Railroad Company give notice that the United States tax retained on the payment of their coupons of August and September, 1870, will be paid over to parties entitled to the same on application at the Company's office.

☞ The first consignment of iron for the Toronto and Nipissing Railway having arrived, and the remainder being now on its way, the Uxbridge *Journal* trusts the contractors will push the grading to completion, so that the track may be laid without interruption.

☞ The New York Central and Hudson River Railroad Co. have declared a dividend of 4 per cent. on the capital stock, and a like dividend on the "consolidated certificates," payable on the 15th day of October next.

☞ Gov. Onslow Stearns and Ex-Gov. Frederick Smyth have accepted the office of Receivers of the Concord Railroad, and have filed their bonds. They will enter upon the discharge of their duties immediately.

Atlantic and Great Western Railway.

OFFICIAL SCHEME OF REORGANIZATION.

It will be seen that Messrs. Bischoffsheim and Goldschmidt, as agents for the company, give notice that the scrip certificates, identifying the old and representing the new securities, are now ready to be issued in exchange for the temporary receipts.

Referring to the announcement of Messrs. Bischoffsheim and Goldschmidt, the secretary, Mr. L. J. Woodman, requests that those bond and debenture holders who have not already deposited their securities, will do so at their earliest convenience.

It appears that the amount already deposited secures the success of the scheme, but it may be materially hastened by the deposit of their securities by those who have already sent in their assents to the office.

"The object of the scheme is to place the railway in an independent position, so as to bring its revenues, which are known to be ample for its engagements, under the control of its Proprietors."

It is to be observed that the principle of reconstruction adopted, namely giving attention equally to priorities and equities, pledging the company only to present actual receipts and giving to every creditor the chances of future development to recover payment in full, has been adopted in its fullest extent by Lords Salisbury and Cairns in the decision on London, Chatham, and Dover.—*Herapath.*

Great Western (Ca.) Railway.

The Montreal *Gazette* says that the Great Western Railway Company of Canada have commenced taking up the third rail on their route, and have completed the work as far as Chatham. The remainder will be completed as soon as possible. The road has been running narrow-gauge cars for some time, and are rapidly exchanging their broad-gauge for narrow-gauge locomotives, and thus the third rail has become useless expense. The rolling stock of the road was never in better condition than now, and when the change of gauge is complete the working expenses of the road will be greatly lessened.

☞ The Washington *Star* says that rails are commenced to be laid on the Baltimore and Potomac Railroad at its intersection with the Annapolis and Elkridge road, about fifteen miles from Annapolis, and five or six miles from the Annapolis Junction of the Washington branch of the Baltimore and Ohio railroad. The rails, which are landed at Annapolis from vessels, are brought up the railroad, to be supplied as the tracklaying advances towards Washington on the Baltimore and Potomac roads.

☞ The grants by Congress to the following named railroads in Arkansas, foot up as follows: Memphis and Little Rock railroad, 365,589 acres of the public lands; the Cairo and Fulton railroad, 935,621 acres; Iron Mountain railroad, $866,000, and 1,400,000 acres besides; Little Rock and Fort Smith railroad, 453,771 acres.

☞ The work of preparing the foundation for the western abutment and piers of the bridge over the Schuylkill at South street, Philadelphia, is progressing rapidly.

☞ John Gordon has been re-elected President and A. R. McMaster Vice President of the Toronto, Grey and Bruce railway.

☞ The Bristol *News* says two corps of engineers are to be put on the line of the Virginia and Kentucky railroad about the middle of October.

Railways in Russia.

New statutes have been prepared for the Warsaw and Vienna. The Terespol and Kischinew will be opened for traffic Jan. 1, 1871. The Poltava and Krementchug section of the Charkow and Krementchug was opened for traffic August 11. The Government has approved a scheme for an extension of the Moscow and Jaroslaw from Jaroslaw to Vologda. Surveys have been authorized of a line to run from Mitau *via* Schaulen and Tanroggen to the Prussian frontier.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York September 20, 1870. 6139

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Patent Blacksmith's Forge
AND
PERFORATED CONICAL TUYERE,
Adapted to all Branches of Blacksmithing, and Superior to Stone or Brick. Manufactory, corner South 6th St., and Dunham Place, Williamsburgh, L. I. Address Forge Company, P. O. Box, 176. Send for circular.

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The Patent Portable Apparatus for Manufacturing Nitro Glycerine at a comparatively small cost, at any place where its use is required, upon a short notice, thus obviating the necessity of transporting; that frightful source of so many accidents.
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Call on or address
The Portable Nitro Glycerine Company
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IRON AND STEEL RAILS,
Delivered in New York & other markets in the U. S.
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A line of upwards of 200 Freight Cars, with *Changeable Gauge Trucks*, are in successful operation
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Running over Different Gauges of Tracks.
These Trucks are adaptable
To any and all Gauges of Track.
The Lobdell Car Wheel, Tire and Machine Co., Wilmington, Del., have been appointed Sole Agents, South and South-West of New York, for the Manufacture and Sale of the above Patent Adjustable Gauge Cars, and are prepared to furnish Cars constructed under these Patents. Trucks complete, or Wheels and Axles only.
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MANUFACTURER OF
High & Low Pressure
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THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.
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Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable Transfers.
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Cold Rolled Shafting.
THIS SHAFTING IS IN EVERY PARticular Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

UNITED STATES
Iron & Steel Bridge Co.
Wrought Iron Plate Beams,
FOR BUILDINGS.
WROUGHT IRON DOCK GATES
And Lock Gates for Canals,
No. 40 and 42 Broadway,
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THE NEW JERSEY STEEL AND IRON COMPANY,

TRENTON, N. J.,

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Would call special attention to their

MARTIN STEEL,

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,

And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their udgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—*who has made the art of* BUYING *an especial study*—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

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2,000 TONS 50 LBS. ERIE PATTERN, BEST Clawshays make. Now in yard and for sale by

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THE UPRIGHT PATENT TRUNK

Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger as only a small portion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,
No. 6 Barclay Street,
next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimouski, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

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The Original Standard Volute Buffer Spring.
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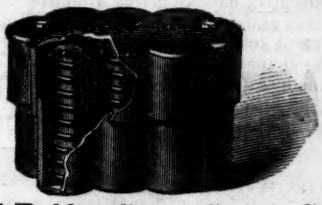
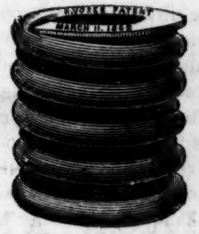


Small Rubber Centre Groupe Spiral

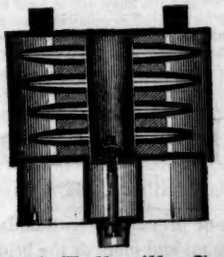
Large Rubber Centre Spiral.



Compound Spiral.

Soid India Rubber.

Double Volute Buffer.



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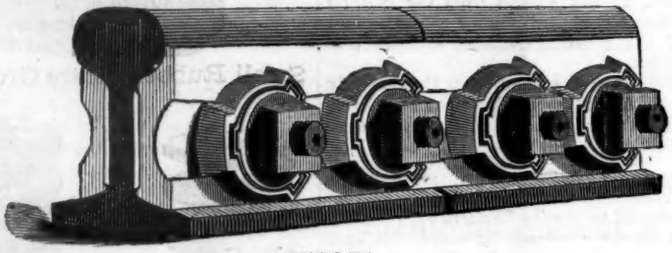

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

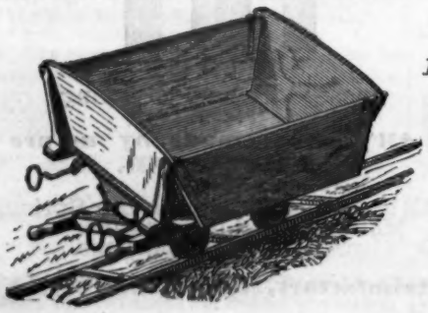
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company.



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